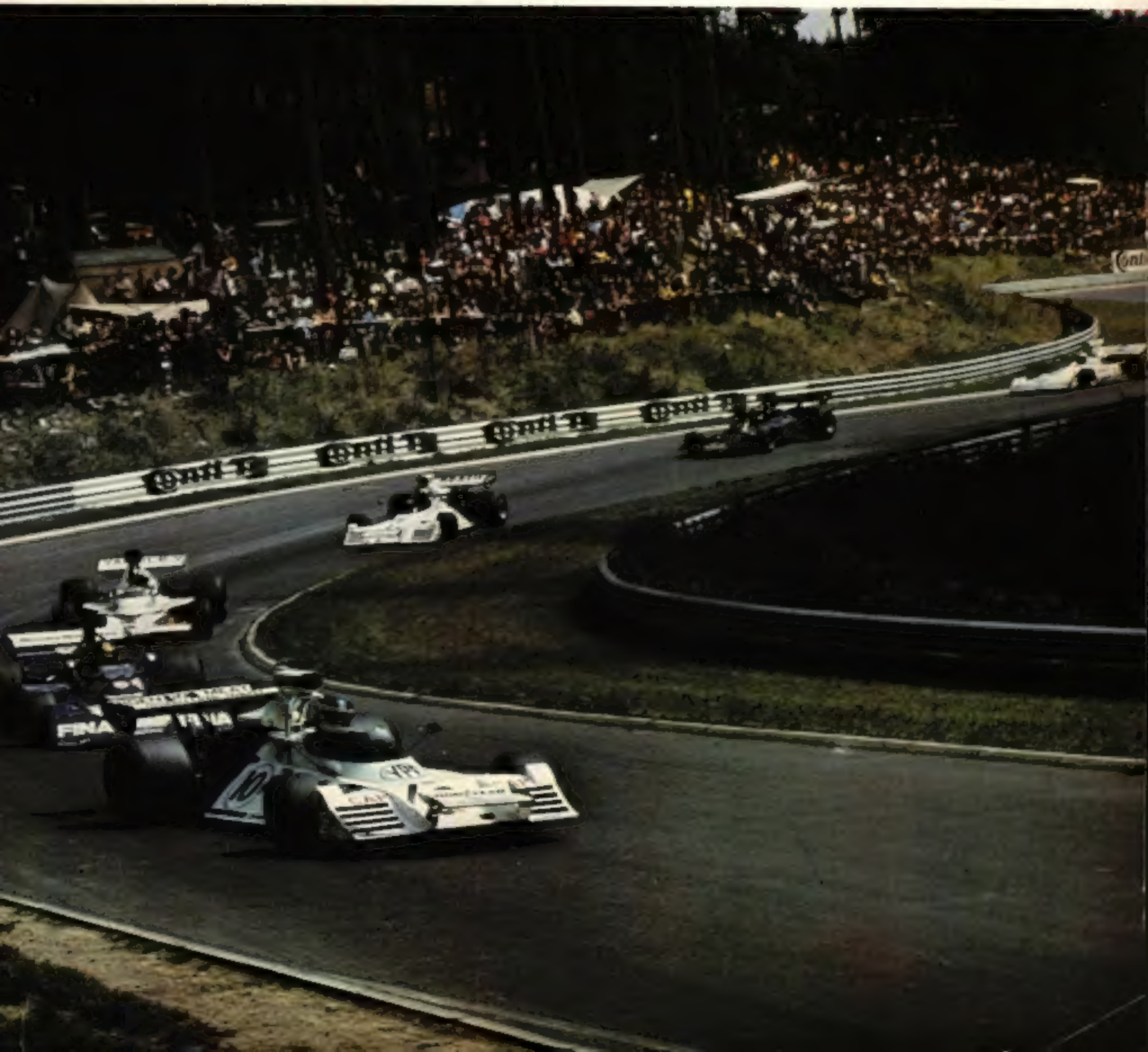


9 AUGUST 1973 15p

TYRES IN F1 - GT/F3 THRUXTON - CITROEN SM TEST

AUTOSPORT

German GP: Tyrrells leave the rest to fight



How good is fire protective clothing? You get one chance to find out.

Obviously, the wrong moment to find out about fire protective clothing is when your life depends on it. The time to make sure is when you buy it. So you'd better know the facts about Nomex. Nomex is a synthetic fibre made by Du Pont de Nemours.

It is completely non-flammable. It does not melt. A suit of Nomex insulates you against heat during those vital moments you need. And, whether woven or knitted, it is as light and comfortable to wear as any normal fabric.

These are not just laboratory findings, or a manufacturer's wishful thinking.

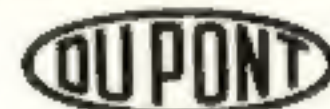
Eight out of ten Formula-1 drivers have been wearing suits of Nomex for years. They know these facts. And in recent racing seasons more than thirty professional drivers escaped from burning cars without serious injuries. They wore Nomex. You can bet they know the facts.

As do firemen, aircrews, oilmen and civil defence workers all over the world.

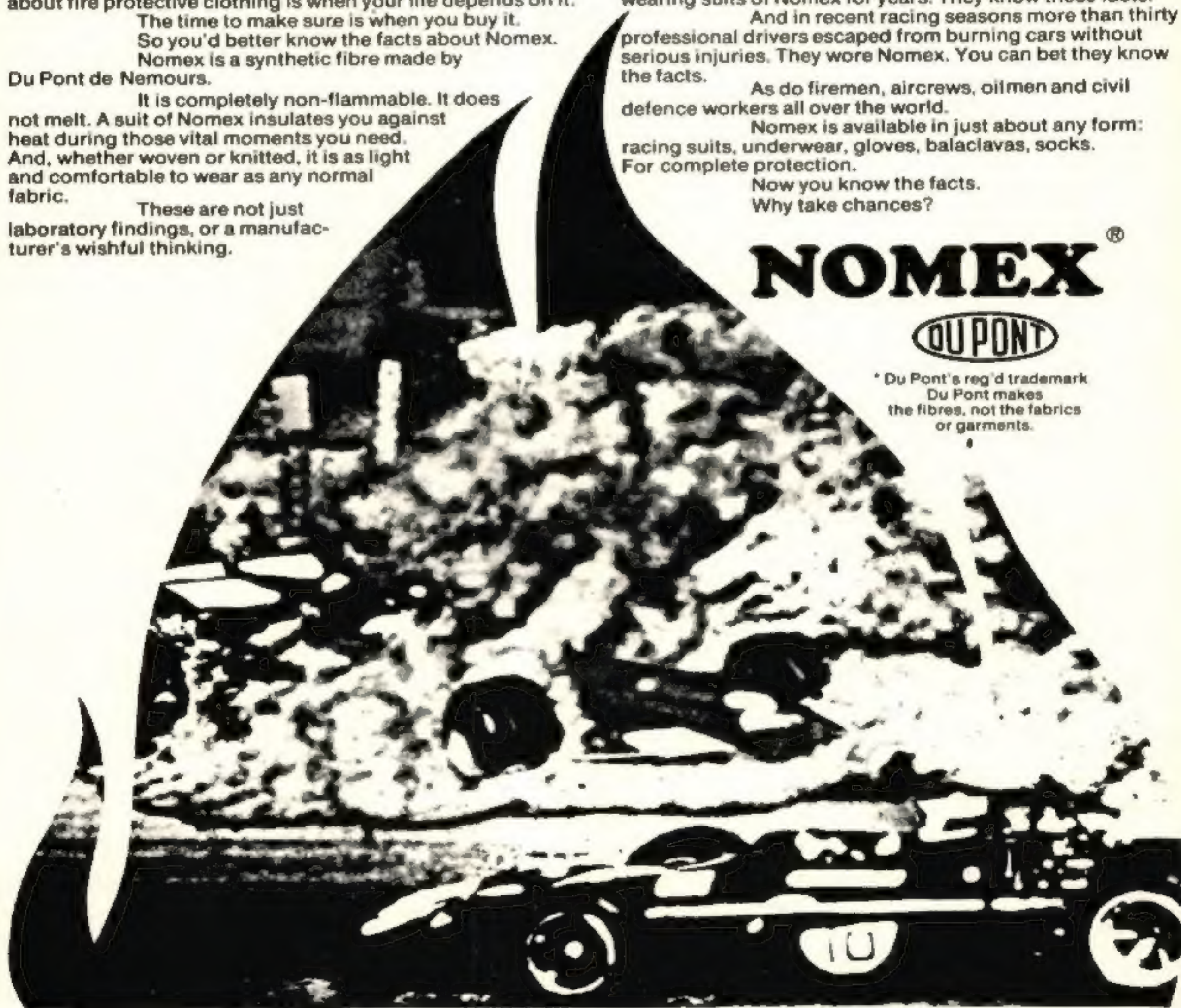
Nomex is available in just about any form: racing suits, underwear, gloves, balaclavas, socks. For complete protection.

Now you know the facts.
Why take chances?

NOMEX[®]



* Du Pont's reg'd trademark
Du Pont makes
the fibres, not the fabrics
or garments.



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

August 9 1973 Volume 52 No 6

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Britain's only European GT round at Thruxton last Sunday was very wet and provided lots of spins. This is Paul Keller rotating at Aillard.



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ABC

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AUTOSPORT, AUGUST 9, 1973

EDITORIAL

It is very gratifying to report that swift action has been taken by the main bodies involved in the running of F1 to do all that is possible to prevent another Zandvoort-type disaster ever occurring again.

This time we hope that the course taken will be successful; for the first time a suggestion has been put forward and the CSI, the controlling body, has given its full support. On previous occasions, and there have been too many of them, independent bodies have come up with sensible and sound ideas to prevent similar tragedies occurring. But they have always come up against a lack of interest and assistance from the controlling body, when trying to get their recommendations approved.

This time both the GPDA and the CSI are agreed upon the course of action. They have appointed Louis Stanley to make sure that every circuit that intends to hold a Grand Prix has identical up-to-date fire fighting equipment, operated by properly trained men. Louis Stanley will be responsible for inspecting every circuit before a race to make sure that the standards are of the highest order. He told us this week that the mandatory standards which will be set for 1974 will be at least equal to those demanded by the civil aviation authority at the major airports of the world. If, upon inspection he finds that the circuits have not complied with the standard laid down, Stanley will have no option but to tell the GPDA to boycott the race.

As we stated in our Editorial last week this course of action is undesirable in general but in the situation that motor racing finds itself at the moment, it is the only way round the problem and we support it wholeheartedly.

Louis Stanley is unquestionably the right man for the job. He has received much criticism for some of his work, but when it comes to circuit safety and drivers lives he has attempted to do more than any individual in motor sport, although thanks to the governing bodies he has not always been successful. The Grand Prix Medical unit was his idea and he has been responsible for its use over the past eight years. Its work goes generally unnoticed but it has saved at least 10 lives.

Following the death of Jo Siffert at Brands Hatch, Stanley set up the Jo Siffert Advisory Council. Last year they produced a report outlining the precautions needed to prevent similar deaths. The men who compiled the report under Stanley's chairmanship were men who are experts in their field and whose life is dedicated to prevention of death by fire in any circumstances. Louis Stanley is convinced that if these recommendations had been implemented this year that Roger Williamson would still be alive. Under the Council's recommendations it would have taken no more than seven seconds to reach the car and extinguish any size of fire.

Louis Stanley and his team have an enormous task facing them and need the support of everyone in carrying it out, particularly the organisations and circuits.

our cover picture

As the Tyrrells and Jacky Ickx's McLaren romped away with the first three places at the German GP six cars fought for the next few places. The picture shows Reutemann leading Pace, Hulme and Emerson Fittipaldi and Moss.

Photo: Peter Burn

Louis Stanley to head fire team

The GPDA and the CSI took rapid action last week in setting up a special fire precaution committee which takes effect immediately. They jointly appointed Louis Stanley as director of circuit safety and he will have the Jo Siffert Advisory Council as his committee.

The announcement of the appointment came in two signed statements from GPDA president Denny Hulme at the end of last week. The statements said:

"Following the tragic accident at Zandvoort which resulted in the death of Roger Williamson, the GPDA through its president Denny Hulme, express grave concern at the fluctuating standards of fire fighting efficiency and equipment that exists on the world's motor racing circuits.

"It has been decided that the recommendations put forward by the Siffert Advisory Council be adopted and implemented. From 1974 the twin back pack extinguishers are to be mandatory on every circuit. The positioning of fire fighters to be in accordance with the council's recommendations, which mean in practice that any car that bursts into flames has sufficient extinguishant to be assured of being put out within seconds.

"This equipment and extinguishant have the recommendation of the Siffert Council, the most experienced authoritative body of experts ever to study this problem.

"Louis Stanley chairman of the Siffert Advisory Council and director general of the International Grand Prix Medical Service has been invited by the GPDA president to act as director of circuit safety, entrusted and empowered with the responsibility of ensuring that the fire fighting equipment, techniques, deployment of fire fighters and their level of training are in accordance with the specifications and standards laid down in the report of the Jo Siffert Advisory Coun-

cil.

"By saying that the measures are mandatory, the GPDA feels confident that all the circuits will co-operate to take advantage of this simple solution to the most lethal hazard of the sport. There is no wish or intention to appear overbearing on this subject, but too many lives have been lost unnecessarily through the refusal to tackle the problem by using the skills and experience available.

"On the other hand, refusal on the part of any circuit to adopt these safety measures would only result in a total boycott of that circuit. The GPDA are confident that this unhappy state of affairs could not happen and look forward to genuine co-operation from all parties.



Louis Stanley—circuit inspector.

"A more detailed statement giving the exact number of fire fighters, equipment and circuit planning, plus additional measures of fire prevention will be issued in due course. There will also be immediate attention paid to the fire fighting facilities on the circuits for the remaining World Championship races of this season where immediate improvements can be made these will be

implemented at once.

"It must be emphasised that these requirements will be mandatory. Prince Metternich, president of the CSI, has given full approval to this appointment and official backing to carry out the programme. The only way problems of fire fighting can be solved is for the GPDA and the CSI to work closely together in every respect."

Louis Stanley, commenting on his appointment on Monday, said: "This is a tremendous breakthrough, with the backing of the GPDA and the CSI, with the Jo Siffert Council we have the finest group of experienced men, whose whole life is applied to the problem of fire, and we will prevent what up to now have been appalling fluctuations in the standard of fire-fighting."

Louis Stanley, together with members of the Siffert Council, will inspect every circuit "to see that what they have is man enough to do the job. If we find that the circuit does not comply with the standards and that the marshals are sub-standard I shall recommend to Denny Hulme that the race be boycotted.

"I expect resentment among some countries and expect some trouble but we have got to stand firm now and make this sport safer. The regulations I have got will reduce the possibilities of death by burning to less than 1 per cent."

On the question of having a posse of marshals fully trained taken to every circuit, Stanley said that this would be "the nearest approach to civil war possible." The answer from most circuits would be: "Certainly not, they are British."

There will be training courses offered to all the circuits lasting several days and marshals will either be able to come to Britain to learn the techniques and then teach marshals in their home country or the instruction team will go to the country concerned.

BRDC and BARC awards for Purley

As well as receiving the Prix Rouge et Blanc Joseph Siffert for his heroic efforts at Zandvoort David Purley has been awarded honours by both the BRDC and BARC.

The BRDC is making a special award "on behalf of all lovers of motor sport as a mark of their respect."

The presentation will be made by Anthony Salmon at the Radio Luxembourg meeting at Brands Hatch this Sunday.



David Purley—three awards.

The BARC is for the first time awarding the Browning Medal, in memory of their former chief observer Eric Browning, to Purley to mark their appreciation of his courage in trying to save Roger Williamson.

Jody's Lola

Jody Scheckter, leader of the American L&M Formula 5000 Championship, will be driving a new Lola T330 for the three remaining races in the series.

It seems from our report on page 26 that Scheckter was not happy with the Trojan T101 in which he finished second to Brian Redman at Elkhart Lake and now that the Lolas have become much more competitive, it's time for a switch from Trojan to Lola in the Sid Taylor camp.

Scheckter's first race in the Lola which is currently being built, will be at Road Atlanta on August 19th and the two final rounds are at Pocono on September 3rd and Seattle on September 30th.

Jackie Oliver's Siffert award

There were many murmurings round the paddock at the Nürburgring last Sunday after the announcement of the Prix Rouge et Blanc Joseph Siffert going to Jackie Oliver. Oliver and Carlos Pace got equal votes from the 10 man International Racing Press Association jury. Bernard Cahier, IRPA president and UOP and Goodyear PR man, has two votes on such an occasion, the second being a casting vote. Jackie Oliver's eighth place in the Goodyear-shod UOP Shadow impressed Cahier the most.

Angola win for Tuckett

The second Angolan sports car race last weekend was won by Andrew Fletcher/Willie Tuckett whose Chevron B21 completed 202 laps, four more than the similar car of Ian Harrower/James Bell. Third on 196 laps, was the Lola T210/212 of Albuquerque/Pago; fourth the GT40 of Marta/Alberraz; fifth an Opel Manta for de Sausa/Pardao and sixth the Chevron of Uriarte/Johnson. Schon's Lola T292 achieved the best lap in 1 m 38.85 s.

F1 Ensign modifications

Team Ensign decide to give the German GP a miss last weekend in order to modify the chassis to overcome the problem which appeared at Zandvoort. In Holland Rikky von Opel qualified the car 14th but had to withdraw before the start when an examination of the rear suspension showed a small structural failure in the mounting point for the lower right-hand radius rod at the point at which it is linked to the chassis. There were two hairline cracks and Mo Nunn decided to withdraw the car rather than attempt a jury repair which might not have proved adequate.

The car was returned to England and the chassis is being modified to accept a redesigned pick-up to overcome the problem. The revised chassis will appear in Austria.

Pit and Paddock

F1, USAC and NASCAR drivers to race Porsches in US

A big F1 v USAC v NASCAR drivers race was announced in America last week. The Los Angeles Times will sponsor a four-heat Race of Champions featuring four drivers from the three classes of racing, all driving Porsche Carreras.

The first three heats will be held at Riverside over the weekend of October 27/28 as the main supporting race to the final round of the CanAm series. With the line-up of drivers who have so far agreed to do the races it would seem that in fact the CanAm will take second place to the "celebrity" events!

So far 11 of the 12 drivers have been contracted to appear. They are Jackie Stewart, Emerson Fittipaldi, Denny Hulme, Peter Revson, George Follmer, Mark Donohue, David Pearson, Bobby

Allison, Richard Petty, Bobby Unser and Gordon Johncock. The 12th driver was to have been A. J. Foyt but he declined the invitation because the \$500 dollar guarantee was not enough.

The Riverside events will be the eliminating heats for which there will be 35,000 dollars prize money and the final at Daytona in February will have a purse of 65,000 dollars.

The heats will be run over 40 m; the grid for the first being chosen out of a hat while the person finishing last in the first heat will start on pole for the second in the winner's car, ie, the grid will be in reverse finishing order. The drivers will score points for finishing position and the first six in the table after the heats will go to the Daytona final.

Kottulinsky's Super Vee at Nürburgring

In a big all-Swedish battle at the Nürburgring on Sunday morning, experienced small-bore single-seater driver Freddy "Elbows" Kottulinsky brought his Ecurie Bonnier Lola to a good victory in the latest round of the Volkswagenwerk's Gold Cup European championship. Kottulinsky was the winner a week earlier

in the Super Vee race which supported the Dutch Grand Prix.

In close pursuit of Kottulinsky were Kennerth Persson (Bosch RT BP-Kaimann) and Bertil Roos, who was driving a brand new SuperNova which was distinctly lacking in the power department compared with Kottulinsky.

Austrian Helmuth Koinigg was a lonely fourth after an early spin delayed his Bosch RT BP-Kaimann. The best British performance was put in by John Morrison of Goodwood's M&S International Racing School, who finished a close eighth behind Sweden's Gunnar Nilsson (Lola) and Austria's Lothar Schörg (Kaimann) in spite of a duff engine in his SuperNova and patched-up brakes after a practice failure.

Weslake test

Following the decision by Gulf Racing Research not to run the Weslake V12 after the Le Mans test day earlier this year, the Ford Motor Company, who backed the project from the start, suggested that Weslake should arrange for the V12 to be bench tested by an independent company.

Swindon Racing Engines was chosen for the tests which were carried out last Saturday under the personal supervision of John Dunn, formerly with the American Falconer and Dunn engine concern.

The engine used for the tests was the sixth manufactured by Weslake and one of the production machines scheduled for the Gulf team.

Immediately prior to the tests at Swindon the same engine had shown 465 bhp corrected at 10,700 rpm on the Weslake dynamometer. Under comparable conditions the engine gave 464 bhp corrected at 10,750 rpm on the Swindon brake.

Gurney's F1 makes progress

One of our men in America went to see Dan Gurney at the All American Racers factory in Santa Ana, last week and spied the latest Eagle about two weeks away from completion. At the time it had a USAC engine bolted in the back but the mounting points for a DFV were all there and tucked away in one corner was a DFV mock-up.

The front end of the car was very similar to a McLaren M23 while the rear something akin to a Shadow with the airbox being contained in the rear bodywork. All the suspension in typical Gurney fashion was titanium.

Talking about running the F1 car Gurney said that he had offered it to Mark Donohue for next year but at the time had received no answer. Gurney stipulated that the car must have an American driver and that if Peter Revson became available he would obviously be a good alternative.

Break in at Team Surtees

The Team Surtees factory at Edenbridge was broken into on Friday, July 27, and one of their Brian Hart alloy block BDA F2 engines, awaiting a trip to Enna was stolen. Any information leading to the recovery of the engine will be gratefully received and treated in confidence. The engine number is 72304 and the number TSE/01 is also stamped on the block.

Acknowledgment

On behalf of Roger Williamson's parents, Mr and Mrs H. L. Williamson and himself, Tom Wheatcroft wishes to thank everyone who sent letters of sympathy and floral tributes and attended the funeral.

Special thanks are also extended to Mr Louis Stanley, without whom it would have been impossible to manage, because of the help he gave in dealing with the authorities on the evening of the accident.

All the many letters will be acknowledged as soon as possible.

Danish F3 win for Lewis

At the Jyllandsring in Denmark last Sunday Randy Lewis scored his second ever F3 victory in the Wrangler Grand Prix of Denmark.

In practice Hakan Dalqvist was quickest in his Merlyn followed by Conny Andersson's March and Lewis' Wrangler-sponsored Brabham.

In the first heat Lewis won from Andersson by 1.2 s while Ulf Svensson was third in his Brabham after a great drive from the back of the grid.

The second heat had to be started three times before they got away cleanly. The starting is with a lighting system and twice Andersson jumped the start so everyone was brought back. At the third attempt Andersson got it just right and led the whole race. However, Lewis stuck to his tail and finished .7 s behind at the end and thus won overall by .5 s. Svensson again came third and took third overall by Jac Nellerman's GRD was fourth.

Tobacco advertising was banned at the Nürburgring last weekend and before the teams made the short journey from Zandvoort all references to cigarettes had to be covered up on cars, transporters and clothing. This is how the Frank Williams team covered up their Marlboro involvement giving Firestone some good mileage.



DART-GRD plans

DART racing with GRD announced their plans for sports cars, F2 and Atlantic for the rest of this year, at the beginning of this week.

DART have accepted an invitation from the Fuji International Speedway to compete in the Inter 200 miles of Fuji on September 2, the Masters 200 kms of Fuji on October 10. David Walker will drive the S73 sports car in both these events and the team manager will be Moto Mariwaki, until recently senior development engineer with Honda.

After the Japanese races the car will be flown to South Africa where DART will field a two-car

Hiroshi Kazato—FA and sports car.



Tyrrell men run over

Team Tyrrell's biggest problem at the German GP was not on the circuit but in the paddock, when Frank Faulkner and Ken himself were run down by a chap on a motorcycle. The boss got away with a limp, but "Doctor Frank" (a paediatrician practising in America, where he also writes a

team in the Springbok series. Walker will drive his usual car while a new car will be sent for Hiroshi Kazato. Co-drivers for the Kyalami nine hours will be nominated by series organiser Alex Blignault, who will be in England this week to settle details of the whole series. The DART-GRDs will run Cosworth FVDs in the series and former Cosworth employee Chris Jackson will be chief mechanic.

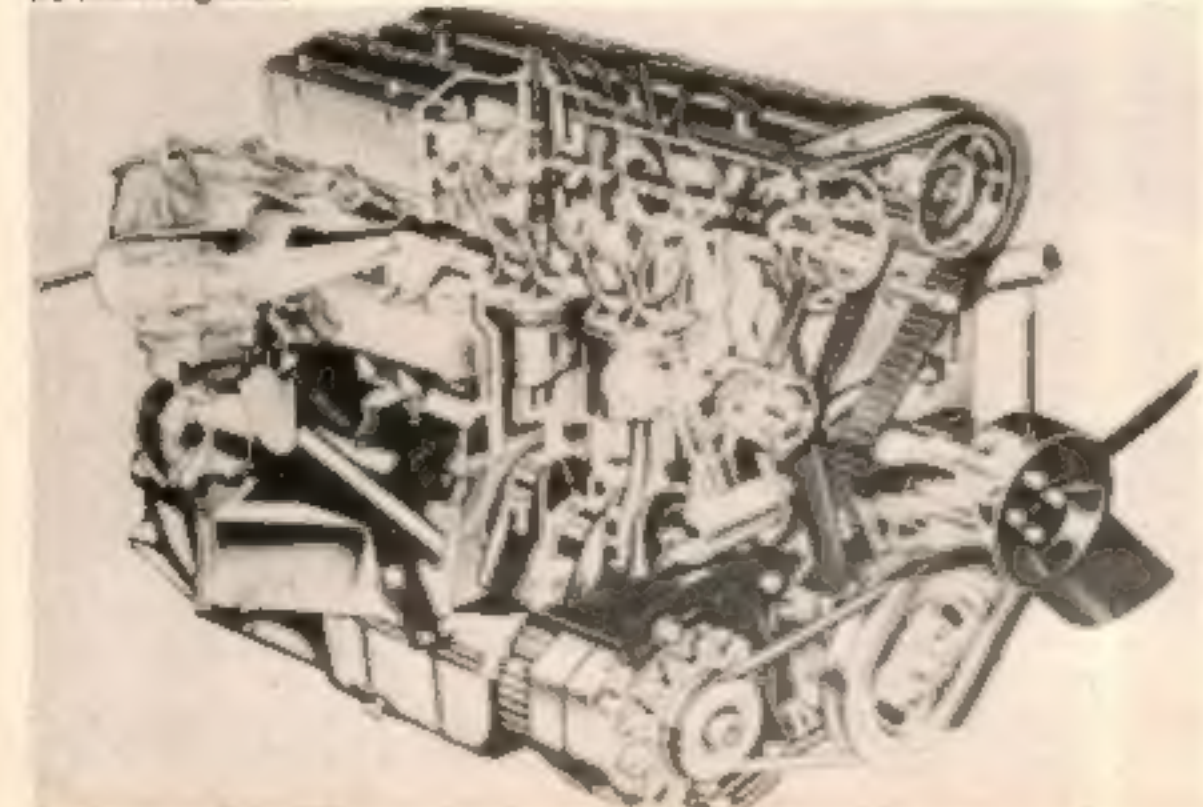
Following the first racing appearance of the DART-GRD F2 car at Mantorp Park in the hands of Bertil Roos, contract arrangements have been made with the Austrian race organisers at Slazburg for Helmuth Koinigg to make his F2 debut on September 2. Subject to his sports car commitments Dave Walker may also make his long-awaited F2 debut in the car at Albi on September 16. It would not be too surprising to see Alan Jones also race the car some time, Vallelunga looking to be the most likely venue.

Hiroshi Kazato, now the sole member of the Team Nippon F2 outfit following Tetsu Ikuzawa's retirement, will be taking in some Formula Atlantic races from September onwards with a new DART-GRD B73. The car will either use a Swindon Racing Engines or Racing Services BDA.

medical column) was knocked cold for about 3m and was rushed to hospital with a cracked rib and a very black eye. The cheerful Faulkner, who was already recuperating from a very nasty car crash, awoke in the ambulance, and says his first thought was an entry in the recent MN song sweepstakes: "Here I Go Again." He'll be all right.

The chap who ran him down—well, these things can't be concealed: it was Huschke von Hanstein.

This is the new Cosworth developed Chevrolet Vega engine which will be offered as optional extra in the Vega cars next year. The new engine has an alloy head and all electronic fuel injection amongst other innovations. It is fairly certain that other changes have made the engine more suitable for competition use and that the new version will soon be homologated.



Ickx quits Ferrari

Following a long but amicable discussion at the Ferrari works just after the Dutch GP, Jacky Ickx announced on Tuesday evening last week that the agreements between Ferrari and himself had been terminated. "As I am not driving for them next year at all, it was best to stop now. It's cost me a lot of money," said the Belgian at the Nürburgring, "but I really feel free now."

There is still an understanding that, should further testing of the present B3 model or of a completely new F1 car (which Ickx has not yet seen) achieve some kind of breakthrough in handling, he might be invited to race again at Monza. Otherwise, Ickx is a free agent looking for work. But, he adds, "I do not want to become the driver who jumps into one car after another. This race with McLaren is the only one, and now I'm going to have a nice holiday."

Further details on page 18.

Stewart's medal

The BARC have awarded one of their gold medals to Jackie Stewart to celebrate his record number of Grand Prix victories.

This coveted award is made in recognition of "outstanding achievement in motor racing by British subjects" and since its inception in 1955 only 24 such awards have been made, one of which was to Stewart when he won the World Championship for Ken Tyrrell. Stewart joins Stirling Moss and Colin Chapman in having won two gold medals while Jack Brabham, Graham Hill and Jim Clark all have received three medals.

It is hoped that Stewart will receive the award at the Club's annual dinner and dance on November 2.

● Strong rumours at the Nürburgring suggest that Clay Regazzoni has informed BRM that he will not be driving for them next year and that he will rejoin Ferrari. Although it has never been Ferrari's policy to re-employ drivers, next year it looks as though he might have two ex-employees back in the fold—Chris Amon also returning perhaps.

One of our men close to the GP scene expects that the Austrian GP will be the scene of much bargaining and exchanging of contracts especially surrounding a major fuel company and a couple of top drivers.

● A 2-litre David Wood Engineering BDA engine was used by Wilson Fittipaldi in his Brabham BT40 to win the recent Formula 2 race at Misano-Adriatico and not a Schnitzer BMW unit as reported. Another David Wood success recently was at Aintree, for David prepared the BRM P153B which Kim Mather won in the formule libre race.

F1 Association tyre statement

In a short release issued at the Nürburgring last weekend the F1 Association stated that: "After careful study over the past 18 months, it is the unanimous view of the major tyre companies and all the F1 constructors that the interests of safety would not be served by the introduction of restrictions on the design or dimensions of Formula 1 tyres or by attempts to reduce cornering speeds by interfering with the efficiency of the cars."

The statement is bound to stir up controversy in many spheres of the sport not least of which could be the CSI who indicated a few weeks ago that they were looking into the possibilities of introducing tyre restrictions. Without the support of the tyre companies themselves this will, of course, prove problematical and impossible to carry out unless the major tyre companies pull out altogether which would leave a virtually irreparable gap in the sport.

G1 regs: hold on

Further to our story in last week's Pit and Paddock, the British International Saloon Car Drivers Association have asked us to emphasise that the finalised regulations for the Championship have yet to be made and that the regulations at present are in an agenda form with certain items requiring to be clarified by the Association themselves and with the RAC before the final version is issued. The Association has been much involved in forming the regulations with the RAC. The Association stated that "the suggested proposals (the ones of the SMMT) that have appeared to date, while partly conforming to the present agenda not all the points raised will be applicable."

Meanwhile, our Correspondence page carries some of the letters received disapproving of the SMMT's ludicrous recommendation to ban over 4 litre cars from the RAC Group 1 Championship. With the guarantee that there will be a large number of exciting American cars competing next season, it would seem totally illogical for the RAC to accept the whims of certain manufacturers at the harm of spectator appeal for the Championship. Let's hope that on this occasion, sense prevails.

Ongaro's post

Derek Ongaro, sales manager of Lola Cars, has been appointed secretary of the Association of Competition Car Manufacturers, which has 64 members. Ongaro will run the association from Lola. John Timanus, technical administrator for the SCCA, is a liaison officer for the association, which is purely concerned with technical and safety developments.

Shell SPORTnews11



She came, she saw and she conquered!

Italy's top lady racing driver shows the men the way round.

Sunday 29th July 1973 is a day most of the leading Formula 3 and Formula Ford drivers will want to forget as quickly as possible. And the cause was a petite, attractive, 31-year old Italian girl by the name of Lella Lombardi. For Lella, one of the celebrities in the SHELLSPORT Mexico race, simply tore through the field from the fourth row of the grid to win the race by nearly 3 seconds, with the frustrated single seater 'kings' pulling out all the stops to try and catch the flying senorita. And this on her very first visit to Brands Hatch! Small wonder perhaps that Lella

leads this year's Italian Ford Mexico Saloon Car Championship with five straight victories in a row. Come back soon Lella, women's lib really needs you now!

SHELLSPORT Luxembourg Spectacular

Brands Hatch, Sunday 12th August
The next outing for the 'Fabulous Mexico's' will be at the Radio Luxembourg Day at Brands Hatch on Sunday 12th August when the day's activities will include, together with the presence of a host of leading pop stars and radio personalities, a demonstration by the SHELLSPORT Luxembourg dragster, driven by Dennis Priddle and the SHELLSPORT Luxembourg Formula 5000 Team headed by Smiling Tom Belso. A day not to be missed.

Grand Victor's Final

With the addition of Lella Lombardi to the entry for the SHELLSPORT Grand Victor's Final at the end of the year, this event could well be the saloon car race of all time with drivers including Tony Lanfranchi, Bernard Unett, Steve Thompson and Keith Holland, all of whom have already shown that you don't have to start from the front grid to win, even if all the cars are exactly the same.

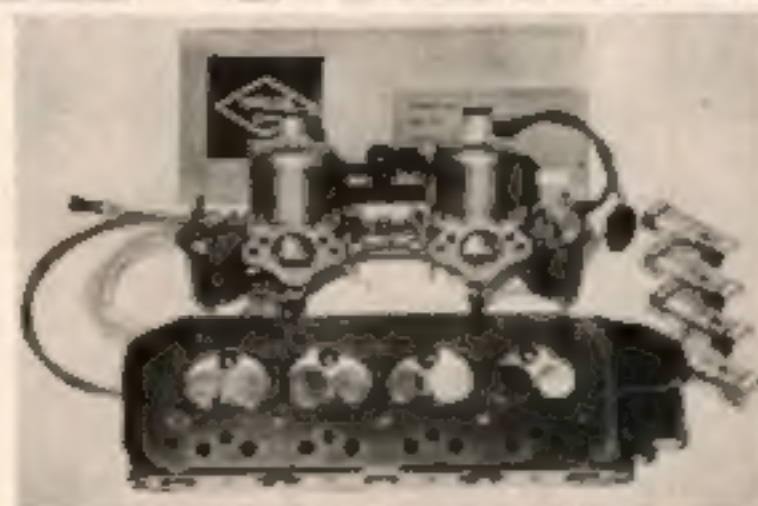


Tony Lanfranchi and Keith Holland show what 'togetherness really is'



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Sunday, 12th August

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 Final 2.45 p.m.

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Jarier's chance at Karlskoga

The F2 European Championship will probably be decided this weekend at the complimentary round at the Karlskoga circuit in Sweden. Jean-Pierre Jarier has 18 points lead over Jochen Mass, who will not be present because he has completed his full quota of complimentary races. Jarier, on the other hand, can still score in two more complimentary events. Patrick Depailler has a mathematical chance of catching Jarier but it is very slim.

The entry for the race will be much the same as at Mantorp with the addition of the Texaco Stars for Ronnie Peterson and Emerson Fittipaldi, Mike Hailwood replacing Mass in the Surtees team and Hakan Dalqvist ousting fellow F3 driver Gunnar Nordstrom from the third Pierre Robert GRD.

● Sport Kings, a company run by cricketers John Edrich and Jim Laker are running a trip to Watkins Glen for the US GP. Cost is £325 for 9 days and includes privilege tickets, invitations to parties with the racing people and so on. It leaves on October 3 and returns on October 11.

● Scalextric are back in motor racing sponsorship. FF driver John Bright's Dulon is now entered as a Scalextric Special and it won its first event in its new colours at Mallory Park last Sunday. The deal was done with Modern Toys of Leicester and brings Scalextric back into sponsorship for the first time since the days of the Chequered Flag F2 McLaren team.

● Some people have experienced difficulties in obtaining the excellent Profile Publication booklets on famous racing cars. The address to write to if in difficulty, is Profile Publications Ltd, Coburg House, Sheet Street, Windsor, Berkshire.

Zandvoort G2 looks on

Although there has been doubt as to whether the race is still taking place, following the Grand Prix tragedy, it seems that the sixth round of the European Touring Car Championship will be happening at Zandvoort this Sunday. The two car works Ford Capri team of Jochen Mass/Gerard Larrousse and Dieter Glemser (fit again after his Nürburgring accident) John Fitzpatrick will be again trying to tackle the BMW CSL opposition from BMW GmbH and Alpina, with Amon/Stuck and Hezemans/Quester hoping to repeat the works BMW's win at Nürburgring and Spa to complete the hat-trick.

OULTON PARK

There's a full entry for the Lombard North Central Formula 3 Championship round which highlights this Saturday's Lancashire and Cheshire CC varied promotion, with leading entries from Tony Brise, Russell Wood, Mike Wilds, Leonel Friedrich, Ian Taylor, Alan Jones, Tony Rouff, Masami Kuwashima, Johnny Gerber, Mo Harness and a newcomer Angelo Piccione.

Plenty of action is assured in the Castrol production saloon car championship race, particularly in the over £1500 class which should see a mighty tussle between the Chevrolet Camaros of Richard Lloyd, Les Leston and Stuart Graham, the 3-litre BMWs of Tony Lanfranchi, Roger Bell and Donald Macleod, the 3-litre Capris of Gordon Spice, John Brindley and Mike Crabtree and the Alfas of John Handley and Stan Clark.

Another large entry is for the STP Formula Ford Championship for which the fastest 30 competitors go in to the main race and the rest in a consolation event. Derek Lawrence and Donald Macleod are favourites to

repeat their battle for supremacy.

The rest of the meeting centres around historic cars. There's a round in the Charles Spreckley thoroughbred sports cars series with John Harper's XK and John Pearson's XK favourites for top honours but a good selection of TRs (including Reg Woodcock's), Healeys and MGs add interest as well, while a Cussons Classic Trophy race has produced a fabulous entry including Bob Owen's Maserati Tipo 151/165, four Ford GT40s (including the Mirage car of Anthony Hutton), St John Hart's Lola-Aston Martin T70, Philip Dowell's Ferrari 250LM, Lord Cross' AC Cobra, Brian Classick's Porsche 906, Mike Fisher's Ferrari 250GTO, John Carden's lightweight E-type and Mike Salmon and Tom Leake in quick Astons.

Finally there's an historic sports car race which is headed by Charles Lucas' Birdcage Maserati, Anthony Hutton, John Harper and Richard Bondin Lister-Jaguars, Willie Eckerlsyke's D-type, Hugh Clifford's Tojerio-Climax, Paul Weldon's Lister-Chevrolet, Tony Walker's Maserati 300SI and Tony Beeson's Porsche RSK. There are plenty more interesting historic cars too in these three races.

A superb combination of well-supported modern and old-car races at Oulton Park this Saturday starting at 2 pm.

BRANDS HATCH

It's Radio Luxembourg Day at Brands Hatch this Sunday. To celebrate the fact, there's a special Radio Luxembourg DJ race, which will see pop music personalities such as members of Slade, New World, Georgie, Chicory Tip and Emerson Lake and Palmer, and Suzi Quatro and Labi Siffre, taking part in the race with all the personalities driving ShellSport Escort Mexicos. Other personalities such as Olivia Newton-John, Linda Lewis, and 208 disc jockeys Tony Prince and Paul Burnett will make guest appearances during the day.

Radio Luxembourg teams will be making appearances during

the day too, including Tim Schenken in the F2 Rondel, Tom Belso in the F5000 Lola and Tony Lanfranchi in the 3 litre BMW Si in various races during the day. With Schenken and Belso in the fibre race, will be Tony Trimmer's F5000 McLaren and Bobby Bell's BRM-Ford. Lanfranchi's main opposition in the Group 1 race comes from the Camaros of Terry Halls and John Olding, while Noel Edmonds will have his first serious race in Mike Smith's Escort Mexico.

Main race of the day is a 20 lap round in the BP Formula Atlantic Championship, in which David Purley and John Nicholson are tying for championship points. Other races include an MCD Special Saloon Car Championship round in which Chris Meek's Escort will appear, and a Formula Ford race sponsored by Lindair hi-fi department store.

There's plenty of entertainment from the motor sport, demonstrations and pop-star personalities at Brands Hatch this Sunday. The meeting is organised by the Sutton and Cheam MC and the first race starts at 2.30 pm.

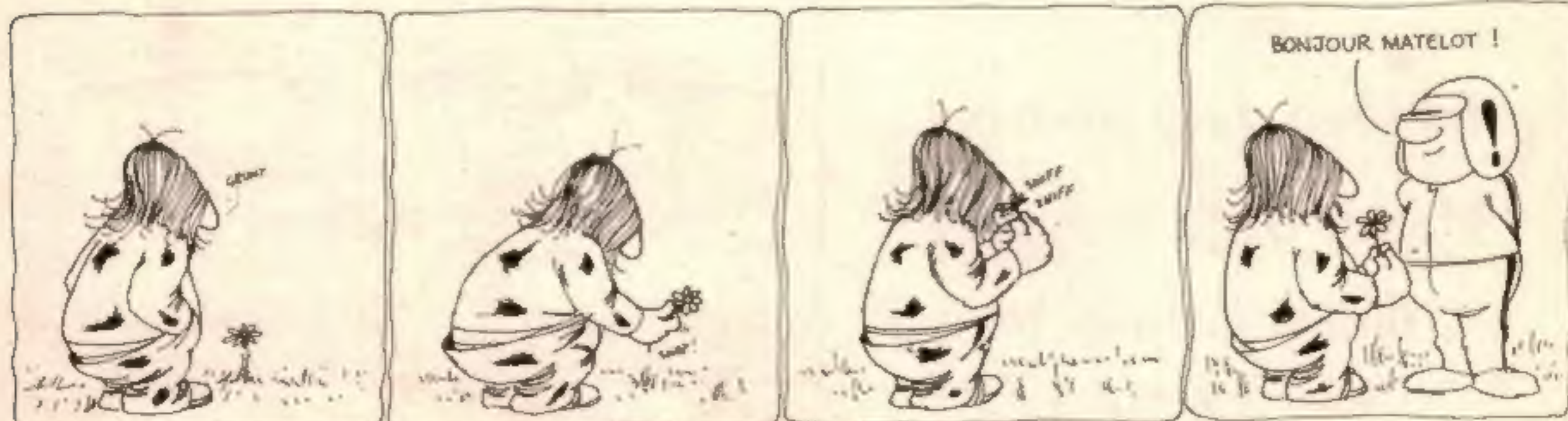
CROFT

One of Croft's biggest attractions of the season takes place this Sunday, when the BARC Yorkshire centre stage their national championship rounds. Highlight of the day is a 15 lap Forward Trust F3 Championship round in which Ian Taylor will be looking for some more points, but—like at Oulton—there's a good entry which he has to beat.

Many of the Group 1 Camaros, BMWs, Capris and Firenzas move from Oulton to Croft for Sunday's round in the Britax production saloon car championship round, and Peter Harrington and Ted Wentz continue their battle for honours in the Wella for Men Formula Ford series. Other races in this excellent programme of races includes mod sports, Wendy Woods special saloons, national Super Vee round and a libre race. First race starts at 3.15 pm after mid-day practice.

CATCHPOLE

By Barry Foley





On the first lap, Stewart and Cevert start their domination of the race with Peterson in third.

Sixth Rhapsody in Blue —another Tyrrell 1-2

By PETE LYONS

Pictures by PETER BURN

Race Data by ALAN PHILLIPS

The Grand Prix world, following several weekends of very good racing and one of extremely bad racing, got back to normal in Germany last Sunday. Elf Team Tyrrell quite simply ran away with this 11th round of the season, Ken's twin Elves making the 199-mile motor race round the swoops and plunges of the fearsome Eifel circuit look like a relaxed ramble in the woods. Jackie Stewart started from pole, François Cevert followed him through from the second row at the start, and both had already pulled away from Ronnie Peterson by the time he stopped with ignition failure halfway round the first lap. That left it to Jacky Ickx, making a guest appearance in the third works Yardley-McLaren, to drive all alone into third place. Not much to watch there, but behind these three there was an interesting secondary race which resulted in a very fine fourth overall for the Surtees-Fina of Carlos Pace, a happy fifth for Wilson Fittipaldi's Brabham, and a very close sixth for brother Emerson's JPS just ahead of Surtees driver Jochen Mass and UOP Shadow man Jackie Oliver. Pace it was who set the best lap of the day, a new circuit race record, but Oliver drove right up the field from dead last at the start and was voted the Siffert award for it.

Other than these good points, it wasn't much of a meeting. At least partially due to rain on Saturday, the anticipated under-seven minute lap time wasn't reached. Two drivers crashed in the race. Niki Lauda hard enough to crack a bone in his hand, but only six cars in all from 22 starters retired. Fittipaldi's single point, earned in spite of fuel pressure trouble (his damaged ankle didn't bother him much, if at all) kept it from being a total rout for his Championship prospects, but none the less the superb Stewart is now 16 points to the good—with but four rounds left. What's more, faithful shadow Cevert is now in second place.

There's a place in the forest a little past Pflanzgarten where photographers gather for "jumping pictures." As practice begins you can hear the cars warming up on the short pits loop, several miles to the south; one by one they break off and set about the 14.2 mile full circuit. The noise fades away through the fir trees, then, and you have to imagine where the cars are—Hützenbach, the Flugplatz, the shocking descent into Schwedenkreuz, round Ahrenberg and the plunge down the Fuchsröhre; presently they must have sliced down the three-apex arc to Wehrseifen and the Adenau Bridge, then up again after Bergwerk through the quick Kesselchen swerves and the climb to the alarming bowl at Kurussell. As they blast round the strange little banking you can suddenly hear them again, perhaps only a mile away now in a straight line straining up the rise to Hohe Acht. The Cosworths crackle, the BRMs drone, and moment by moment, burst by burst, you hear them coming down nearer. The photographers raise their lenses and settle their stances. The noise rises through the trees: they're dropping down a left-hand hill, straightening an esses, just before the bottom it's off the brakes for an instant as they pounce over a little "ski-jump;" then it's a quick right and a rising left-hander, in the middle of which everyone feathers a trifle—and they're upon us. The road straightens, drops down abruptly, and just at the crest the wheels leave the road. The clever drivers lift as the back wheels come off, then it's hard on the pedal again.

It's very fast here, stunningly fast, but everyone's right foot is calling for still more power. The jump has a left-hand component, so that most cars land over toward the right side, but at the bottom of the slope the road arcs right. The scramble to gain back to the left side onto the proper line is frightening to watch. The cars lurch and dart, sometimes nearly lunging too far over, perilously near the abrupt kerbing; then as they bend into the right-hander, sometimes a right foot will come off the pedal all by itself and the car will snake viciously.

They're out of sight then, but you can hear the quick angry snap of the engine as the wheels lighten over another little hump. Then it's full bore for a moment, bursting over a rise out of the forest into open fields, and the burst-pause-burst-pause-burst up to the "mini-Karussell." In a moment the engines are blaring through the long, long right-hander onto the straight, up a gear to top, up to the most revs the engine can possibly pull. If,



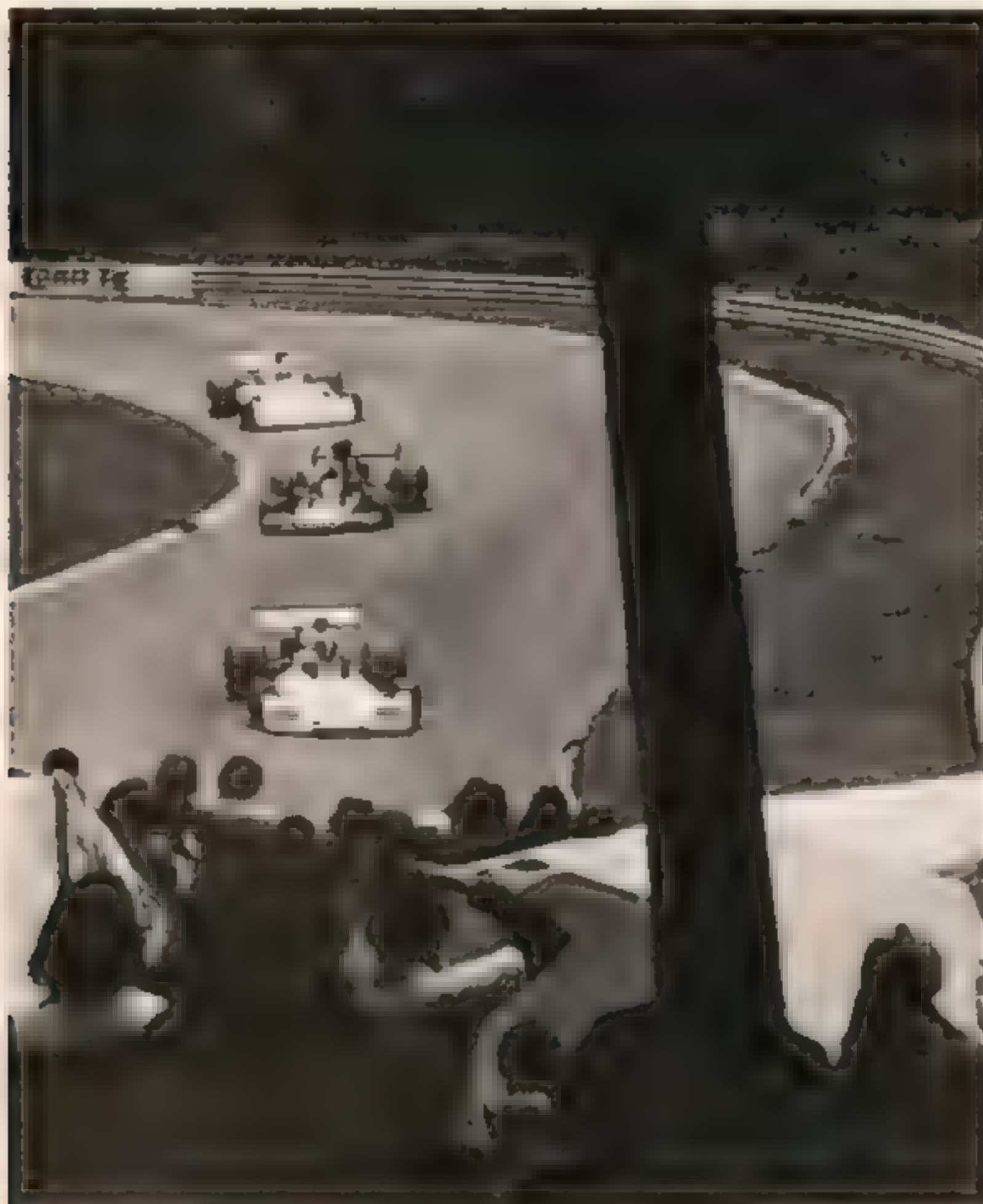
World Championship/
round 11

when you think the engine is nearly at peak revs, you start your stopwatch and listen to the high clear noise dwindling away, the watch will go for 25 seconds or more, the sound never changing, until at the far end of the straight several miles from your position it abruptly cuts off.

Not a circuit like other circuits, the 'Ring. Coming here to race for the first time must be like having practised on hares before going after the lion: the same sort of thing but nothing like it at all. You don't flog round and round the 'Ring, settling quickly into the best groove, experimenting endlessly with suspension settings and wing angles. You will be going well to get in a dozen full laps in the two days of training. More perhaps than any other circuit in the present day curriculum, the Nürburgring tests the driver more than the car. It is crucial to find the right springs and dampers, the best compromises for ride height and aerofoils, but none of it comes to



Jackie Stewart tried the side radiator chisel-nose car in practice (above). Wending their way through the forests go Wilson Fittipaldi, Emerson Fittipaldi and Jochen Mass.



anything if the driver doesn't know how to use his foot.

One wants, say the established Ring masters, a car that won't crash onto its bump stops at the severest leaps; the chassis won't take it and it makes the car weave too much anyway. Similarly, the longer the wheels stay on the road the better. Gear choices are impossible, open, so it helps to have an engine with a wide power band. Handling that is quick and easy is ideal, but it must instill confidence. Here more than any other place, perhaps, the car must be a fine instrument. A Grand Prix race here is, definitely more than at any other place, an adventure.

This round followed hard on the heels of the Dutch. The distance between circuits was short—a matter of a few hours, but F1 cars are such demanding machines that every minute from Monday morning to Friday morning was precious. Not here would we be treated to very much in the way of experimental devices. In fact the very entry was a bit hazy.

ENTRY

Because of a voluntary (lest it be compulsory) ban on tobacco advertising in the *fin de siècle*, certain teams appeared in modified liveries. Every reference to the Evil Weed had to be removed from cars, transmitters, uniforms, even minibikes, thus great yawning gaps appeared in certain well-planned colour schemes—sometimes to their aesthetic advantage. More yards of tape were used this weekend in covering up names than ever have been seen holding race cars together.

Team Lotus had just the three chassis to prepare this time, 72.5 being a wreck now too badly crumpled to be worth fixing; there is at Norwich a ninth tub being made in case of need, but thought will be given shortly to devoting effort to 75.1 instead. The transporter unloaded into the German garage a full set of four 4½ cwt Avery scales, so the normal between races setting up could be done without a return to base. For first practice the rear aeroflows with their supporting oil tanks were set on small subframes only three inches from the gearboxes, but later on these were moved back to the now normal 10 inches extension. It had to do with aeroflow efficiency versus pendulum effect versus simple grounding of oil tanks on bumps; it was about the most ambitious experiment tried amongst all the teams.

The Elf Tyrrells (might there ever be a time in a pollution-conscious society that Evil Patrol could not be advertised?) were exactly as raced successfully at Zandvoort; again 005 was not a training car but a development model with its side rads and chisel nose, and again it wasn't taken round as fast as the normal versions. ("One of these days we're going to surprise you and race it, though!")

The Yardley McLarens were as before, with one alteration—big red letters on the air box of the "spare" car reading JACKY ICKX. It was a one-race deal done quietly at Zandvoort, just as Ickx was about to terminate his contract with Ferrari (see page 18). Obviously the intelligent Belgian is now looking for work, and it was a good chance to display his value to the world after the questioning statements issued in Italy; in return the Kwik got the services of one of the undisputed Eifel mountains specialists—and incidentally the race organisers got the entry of last year's winner! Jacky settled into his large new cockpit with grace and wit, and within minutes had charmed the lads preparing his car firmly into his camp. There was the odd grumble or two from the other two cockpits, but there wasn't any visible sign that the team's preparation overall was harmed.

Stommelen joined the Ecclestone Brabham team, the German hopeful of showing up well in this new chance at F1. The three cars were unaltered beyond aerodynamics modified at the front with little fairings to shoot air over the wheels and, more signifi-

PAGE TOURS

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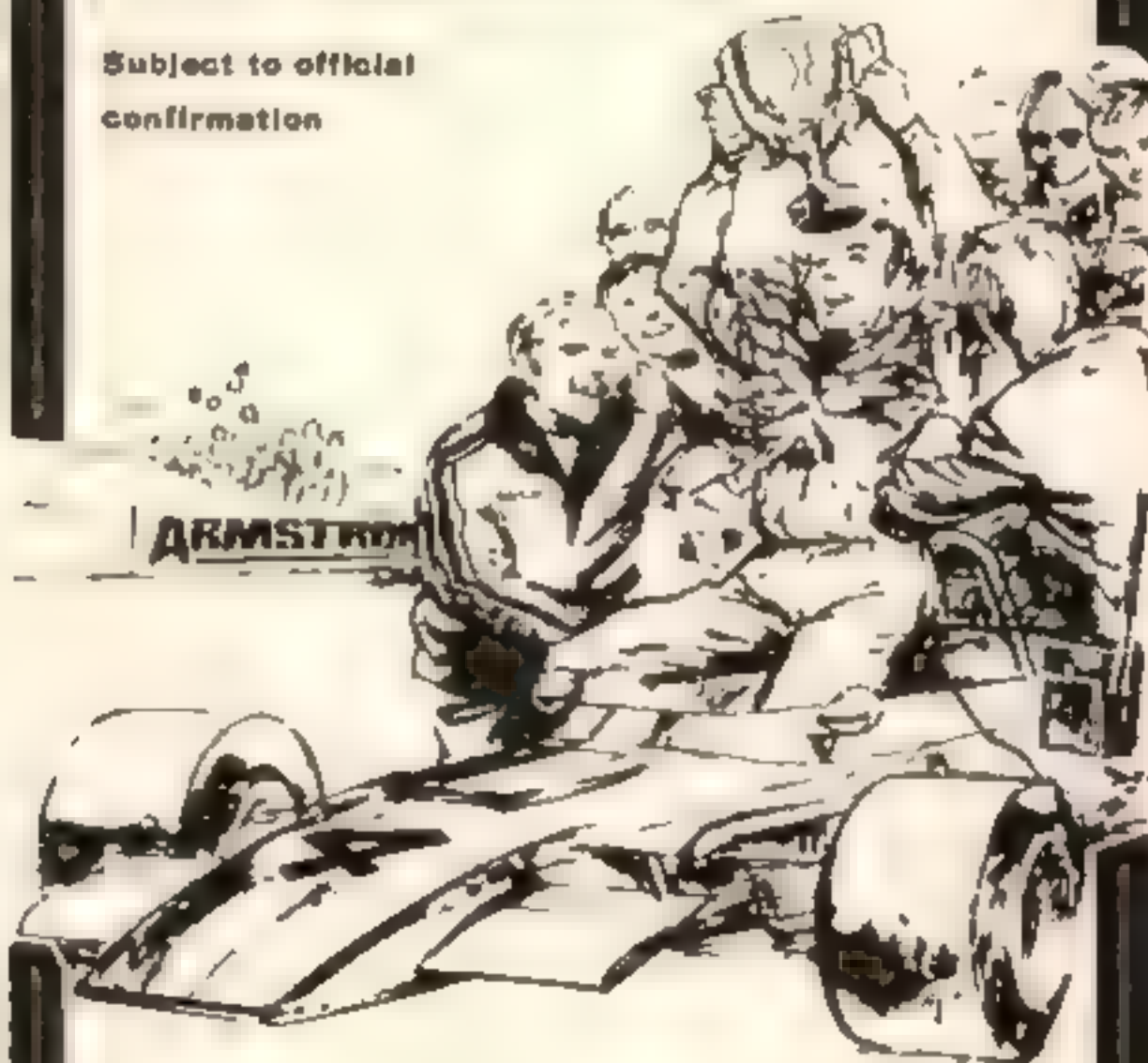
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Pensive mood in the Shadow pit

cantly, nose aerofolds relocated farther out to the front to give more efficient downforce.

Hill's Shadow was unaltered beyond the elimination of most of its markings, but Oliver in one of the two LDP versions was using the new four-trailing rod rear suspension first seen in practice at Holland as his Zandvoort-shunted one was heavily damaged. The Space Racing and Lec Marches were as before the only representatives of the marque as the works had no race-ready chassis and Hesketh Racing had elected to take a breather.

There were—including an unused spare—four BRMs, with the drivers' names filling in the blanks on each cockpit side. Jochen Mass joined the Surtees-Fina team again, hoping for a longer run than in his accident-halted Silverstone debut, while Henri

Pescarolo appeared after all to drive the Williams Iso.

Without certain others of the regulars, Ferraris, Tecnos and Ensigns, the field of 23 drivers seemed a bit thin.

PRACTICE

On the Tuesday before official practice Brabhams, Shadows, BRMs and Isos had done a test day at the circuit. It was probably useful for getting played into the circuit, but actually none of them admitted to having learned very much. Thus when official training began at noon on Friday, to run for three hours without a scheduled break, there wasn't much indication of what to expect. The best F1 lap time at the 'Ring was Ickx's 7 m 07.0 s of last year; most drivers seemed to think that half a second in a mile ought to be easy to find after a year's development and it was widely expected that someone would shortly get around in less than 7 minutes.

Ickx started to show that sort of form, doing five laps of the full circuit and reaching 7 m 09.7 s before really getting on to the limits of his beautiful new instrument—except he found the limits of the engine which half way round the sixth lap blew up with impressive violence. There was in fact a pause after two hours, which got the car back to the paddock, but his chance of going outstandingly well was gone and it was left to Stewart to take the best time of the session at 7 m 11.8 s—after eight laps. Peterson with ten laps was half a second slower, and Covert too beat the Ickx time while doing ten laps. As it turned out, this pretty much set the pattern.

Driving a few times around the Nürburg ring is the equivalent of many, many laps of an ordinary circuit, and even if the driver is taking it a little easy the road surface is making up for his caution with brutality, so it was no surprise to see approximately the usual number of boring trials and tribulations in practice. Hulme had to do a full lap slowly because "something started to feel funny"

as he passed the pits turn-off. Revson wasn't right on with gearing, and the fact that the last time he'd driven here was in 1968 (with a GT40) was responsible for "several places where I could clean up my act."

Wilson F. did a GP distance before stopping when the oil pressure went away, while Hailwood slowed in the Foxhole with what he thought was a loose wheel nut but which turned out to be a failed front wheel centre section—one of the glued type. A frightening sort of failure, especially coming so soon after Emerson F.'s Dutch crash. A really big fright was the lot of Ganley, who put on the brakes at the end of the straight, felt the pedal go right down, and by the time he'd pumped them up it was too late to save a massive crash into a guardrail. The impact destroyed the tub's right-hand side—although the full-depth and full-length Iso crush space did an excellent job of protecting the fuel tankage—and gave Howden a stiff neck and bruises.

The day's times ended in curious bunches, almost as if there were certain plateaux which drivers could reach with a certain effort. Moving on to the next plateau might well come after a night's sleep and perhaps a few tweaks to the cars. Unfortunately, the notorious Eifel weather came into the reckoning.

There was never a period when Saturday was actually bone-dry, although in the first hour it was possible to treat the surface as such. It was however a bit oily and sandy, as one rain shower after another swept over one portion or another of the lap, and last times were out of the question. Ickx did another five laps, and succeeded in ending the day with best time, but it was perhaps a little hollow as Stewart did but two complete laps with his race car and spent the rest of the time playing with the spare. Peterson had the biggest moment of the day when a front ball joint broke on a jump near Hainzgarten. "Just as I went into the air, I saw the left front wheel fall down out of sight. I realised that when I came down the car would try to go to that side, so I put on a lot of right hand lock before I

Reutemann leads Pace, Hulme, E. Fittipaldi. W. Fittipaldi and Mass for third place





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Jacky Ickx takes the Yardley-McLaren into third

Moss holds off Oliver during their excellent battle for seventh place



landed again, but even so I very nearly went into the guardrail." It was a crack at the end of the threads which holds the joint into the upright that had snapped. Ronnie could drive it on into the pits, but he had to spend the rest of the day in his T-car. Emerson had no dramatic troubles like this, and it was generally accepted that it will be some weeks before he regains full use of his right ankle where the ligaments were damaged.

Otherwise, the daunting weather conditions were responsible for a generally unsatisfactory practice day in which nothing much gave trouble and nothing much was learned. Graham Hill summed up the sort of day it was, "I had a nice little development programme all worked out but the rain came along and I didn't get any of it done." A general cause of nail chewing by the end of the day was the all-important one of tyre choice. There hadn't been much chance to determine the best compounds.

RACE

A stiff breeze from the south cleared away the damp clouds on Sunday morning, allowing bright sunlight to give promise of a dry race. It also dried out the tens of thousands of camping tents strewn like an invading Biblical host across the fields and under the trees. Like certain other motor racing institutions, the German GP is more than a race, and one comes less to watch than to be there. Tens of thousands of cars jockeyed into every available patch of mud, and tens of thousands more clogged the roadsides all round. There was no doubt that a quarter of a million people were lining the verges of the circuit. They were all unpacking lunches or queuing for wurst and everyone was drinking beer—many properly equipped camps included regular pressurised tins full of beer. Pleasant smoke from fires blew through the trees, together with great volumes of discarded papers. The undergrowth was full of people gathering raspberries. It was all by itself a remarkable scene even without the prospect of 22 Grand Prix cars racing through every seven minutes.

There was an early morning warm-up session, but as the circuit hadn't a full complement of marshals, those few drivers who did take a car out were restricted to laps of the little pits loop. About the only trouble encountered was a dog ring in Hill's gearbox, which there was plenty of time to replace. Most teams settled for double-checking their overnight preparation, the boy scout award had to go to Hulme's men who had laped a tow rope to the rear bulkhead and attached a tyre repair canister to the roll over bar, in case of trouble on this ultra-long circuit.

A couple of supporting races prepared the surface, then the F1 cars were let out to do a reconnaissance lap. One by one they rasped and droned around and about, and arrived many long minutes later back onto the grid. (Nobody broke down and thus missed the start, which has happened before!) At least six helicopters hovered overhead as the flagman whipped his banner suddenly upward. It was a clean start for all but Oliver, who once again on a starting line had clutch trouble. It was failing to disengage fully, so to prevent creeping forward he had to switch off and then restart in gear as the rest went round him. He jerked away right at the back with his teammate Follmer behind Purley.

The incredible noise pouring through the forest sent hundreds of thousands of people scrambling to their feet. Between the holes and the heads of their fellows they saw a quick slithering snake of cars, two blue Tyrrells forming its head with a black JPS and a white McLaren making a neck. Cevert had come by at the start to support his team leader's pole position, and now as they wound out into the fields and hills he was in a perfect tactical position—it's not an easy circuit for overtaking. But by halfway around the lap there wasn't anything calling for François' tactics, for at the Ex-Muehle bridge near Adenau Peterson pulled off at the roadside, engine stone dead from a duff distributor. Already Ickx was falling behind—his chosen tyres turned out to be so "hard" they didn't get up to temperature for two 14 mile laps! Still

GERMAN GRAND PRIX

DATE AND CIRCUIT	AUGUST 5 1973	NÜRBURGRING	WEATHER	DRY CLEAR COOL
LENGTH	14 laps of 14.19 mile circuit	198.64 miles		
CATEGORY	FORMULA 1	WORLD CHAMPIONSHIP ROUND 11		
NO. OF STARTERS	22		16	
WINNER	J STEWART	18 TYRRELL-FORD	at speed	116.82 mph
FASTEST LAP	C PACE	1:42.55-FINA	at 24	118.43 mph
EXISTING LAP RECORD	J ICKX	1:42.52-FERRARI	at 7	117.81 mph
PREVIOUS YEARS RESULT	J ICKX	1:42.52-FERRARI	at 4	116.63 mph



NO.	DRIVER	CAR	TEAM	TYRES	CHASSIS	ENGINE	
1	E FITTIPALDI	JPS FORD 720	JOHN PLAYER TEAM LOTUS	GOOD	720 7	DFV 115	
2	R PETERSON	JPS FORD 720	JOHN PLAYER TEAM LOTUS	GOOD	720 6	DFV 082	BRIDE ONE
21	R PETERSON	JPS FORD 720	JOHN PLAYER TEAM LOTUS	GOOD	720 8		
5	J STEWART	TYRRELL FORD	ELF TEAM TYRRELL	GOOD	006/2	DFV 088	BRIDE ONE
51	J STEWART	TYRRELL-FORD	ELF TEAM TYRRELL	GOOD	005		
6	F CEVERT	TYRRELL-FORD	ELF TEAM TYRRELL	GOOD	006	DFV 091	
7	D HULME	MCLAREN-FORD M23	YARDLEY TEAM MCLAREN	GOOD	M23 1	DFV 061	
8	P REYSON	MCLAREN FORD M23	YARDLEY TEAM MCLAREN	GOOD	M23 2	DFV 099	
9	R STOMMELEN	BRABHAM FORD BT 42	MOTOR RACING DEVELOPMENTS	GOOD	BT 42 5	DFV 115	
10	C REUTEMANN	BRABHAM FORD BT 42	MOTOR RACING DEVELOPMENTS	GOOD	BT 42 3	DFV 111	
11	W FITTIPALDI	BRABHAM-FORD BT 42	MOTOR RACING DEVELOPMENTS	GOOD	BT 42 2	DFV 093	
12	G HILL	EMBASSY SHADOW DN1	EMBASSY RACING	GOOD	DN1 3A	DFV 125	
15	M BEUTLER	MARCH FORD 73	CLARKE-MORDAUNT GUTHRIE DURLACHER	FREE	73 2	DFV 065	
16	G FOLLMER	LOP SHADOW FORD DN1	LOP SHADOW RACING TEAM	GOOD	DN1 5A	DFV 125	
7	J OLVER	LOP SHADOW FORD DN1	LOP SHADOW RACING TEAM	GOOD	DN1 6A	DFV 116	NEW CAR
8	D FURLEY	MARCH FORD 731	LEC REFRIGERATION LTD	FREE	731 1	DFV 094	
19	C REGAZZONI	BRM P 160 E	MARLBORO BRM	FREE	P160E 08	T44 142	
20	J P BELTOISE	BRM P 160 E	MARLBORO BRM	FREE	P160E 07	T44 142	
2	H LAUDA	BRM P 160 E	MARLBORO BRM	FREE	P160E 08	T44 43	
23	M HAILWOOD	SURTESS FINA TS 14A	SHOONS BOND GMS-ROB WALKER-TEAM SURTESS	FREE	TS 14A 04	DFV 14	
24	C PACE	SURTESS-FINA TS 14A	SHOONS BOND GMS-TEAM SURTESS	FREE	TS 14A 05	DFV 078	
25	H GANLEY	150 MARLBORO IR	FRANK WILLIAMS RACING CARS	FREE	R 02		DO NOT START CRUISE CONTROL
26	H PESCARELO	150 MARLBORO IR	FRANK WILLIAMS RACING CARS	FREE	IR-01	DFV 067	
30	J ICKX	MCLAREN-FORD M23	YARDLEY TEAM MCLAREN	GOOD	M23 4	DFV 22	
31	J MASS	SURTESS FINA TS 14A	TEAM SURTESS	FREE	TS 14A 01	DFV 123	

POS.	NO.	DRIVER	CAR	TIME	SPD	TYRES	CHASSIS	ENGINE	FLUIDS	EXHAUSTION	WHEELS
1	5	J STEWART	TYRRELL-FORD	14 42m 05.01	116.82 mph	LOCK	FERR	ARM	NEW	CHAMPION	LUCAS
2	6	F CEVERT	TYRRELL-FORD	14 42m 04.62	116.73 mph	LOCK	FERR	ARM	NEW	CHAMPION	LUCAS
3	30	J ICKX	MCLAREN-FORD M23	14 42m 44.23	116.01 mph	LOCK	FERR	KONI	NEW	CHAMPION	LUCAS
4	24	C PACE	SURTESS FINA TS 14A	14 42m 56.82	115.76 mph	LOCK	FERR	KONI	NEW	CHAMPION	LUCAS
5	11	W FITTIPALDI	BRABHAM FORD BT 42	14 43m 22.91	115.26 mph	LOCK	FERR	KONI	NEW	CHAMPION	LUCAS
6	1	E FITTIPALDI	JPS FORD 720	14 43m 27.32	115.20 mph	LOCK	FERR	KONI	NEW	CHAMPION	LUCAS
7	31	J MASS	SURTESS FINA TS 14A	14 43m 28.21	115.20 mph	LOCK	FERR	KONI	NEW	CHAMPION	LUCAS
8	7	J OLVER	LOP SHADOW FORD DN1	14 43m 28.71	115.20 mph	LOCK	FERR	ARM	NEW	CHAMPION	LUCAS
9	8	P REYSON	MCLAREN FORD M23	14 44m 14.81	114.39 mph	LOCK	FERR	KONI	NEW	CHAMPION	LUCAS
10	26	H PESCARELO	150 MARLBORO IR	14 44m 25.51	114.14 mph	LOCK	FERR	KONI	NEW	CHAMPION	LUCAS
11	9	R STOMMELEN	BRABHAM FORD BT 42	14 45m 30.31	112.96 mph	LOCK	FERR	KONI	NEW	CHAMPION	LUCAS
12	7	D HULME	MCLAREN FORD M23	14 45m 41.71	112.78 mph	LOCK	FERR	KONI	NEW	CHAMPION	LUCAS
13	12	G HILL	EMBASSY SHADOW DN1	14 45m 45.21	112.59 mph	LOCK	FERR	ARM	NEW	CHAMPION	LUCAS
14	23	M HAILWOOD	SURTESS FINA TS 14A	3		LOCK	FERR	KONI	NEW	CHAMPION	LUCAS
15	18	D FURLEY	MARCH FORD 731	3		LOCK	FERR	KONI	NEW	CHAMPION	LUCAS
16	5	M BEUTLER	MARCH FORD 731	13		LOCK	FERR	KONI	NEW	CHAMPION	LUCAS

NO.	DRIVER	CAR	LAP	REASON	DRIVERS	MANUFACTURERS
2	R PETERSON	JPS FORD 720	1	DISTRIBUTOR	J STEWART	60 TYRRELL-FORD
21	H LAUDA	BRM P 160 E	2	ACCIDENT	F CEVERT	45 JPS FORD
20	J P BELTOISE	BRM P 160 E	5	GEARBOX FAILURE RESULTING FROM FUNCTION	E FITTIPALDI	42 MCLAREN-FORD
16	G FOLLMER	LOP SHADOW FORD DN1	6	ACCIDENT	R PETERSON	25 BRABHAM FORD
19	C REGAZZONI	BRM P 160 E	8	ENGINE	P REYSON	23 FERRARI
10	C REUTEMANN	BRABHAM FORD BT 42	8	ENGINE	D HULME	23 MARCH-FORD
					J ICKX	12 MARLBORO-BRM
					C REUTEMANN	8 LOP SHADOW FORD
					J HUNT	8 SURTESS-FINA
					A MEEZARIO	6 MARINI-TECHO
					G FOLLMER	5 150-MARLBORO
					J P BELTOISE	4
					A DE ADAMICH	3
					C PACE	3
					W FITTIPALDI	3
					H LAUDA	2
					C REGAZZONI	1
					C ARON	1
					G VAN LENNEP	1

AUTOSPORT

PRACTICE 1			PRACTICE 2			PRACTICE 3		
NO.	DRIVER	TIME	NO.	DRIVER	TIME	NO.	DRIVER	TIME
5	J STEWART	7m 07.8s	30	J ICKX	7m 08.3s	2	R PETERSON	7m 08.3s
2	R PETERSON	7m 08.3s	5	J STEWART	7m 16.4s	5	J STEWART	7m 07.8s
6	F CEVERT	7m 09.3s	7	D HULME	7m 16.5s	30	J ICKX	7m 09.7s
30	J ICKX	7m 09.7s	21	N LAUDA	7m 17.7s	6	F CEVERT	7m 09.3s
21	N LAUDA	7m 09.9s	11	W F FITTIPALDI	7m 19.1s	21	N LAUDA	7m 09.9s
10	C REUTEMANN	7m 15.1s	1	E FITTIPALDI	7m 20.0s	10	C REUTEMANN	7m 15.1s
8	P REYSON	7m 15.9s	31	J MASS	7m 20.4s	8	P REYSON	7m 15.9s
5	J STEWART	7m 16.3s	2	R PETERSON	7m 20.6s	7	D HULME	7m 16.5s
20	J P BELTOISE	7m 18.1s	17	J OLIVER	7m 22.3s	19	C REGAZZONI	7m 18.2s
19	C REGAZZONI	7m 18.2s	23	M HAILWOOD	7m 22.3s	20	J P BELTOISE	7m 18.1s
24	C PACE	7m 18.8s	10	C REUTEMANN	7m 25.3s	26	H PESCARELO	7m 18.8s
26	H PESCARELO	7m 18.8s	9	C REGAZZONI	7m 25.4s	24	C PACE	7m 18.8s
1	E FITTIPALDI	7m 19.7s	16	G FOLLMER	7m 28.3s	1	E FITTIPALDI	7m 19.7s
7	D HULME	7m 20.8s	20	J P BELTOISE	7m 29.8s	11	W F FITTIPALDI	7m 19.1s
1	W F FITTIPALDI	7m 21.4s	6	F CEVERT	7m 31.6s	9	R STOMMELEN	7m 22.2s
9	R STOMMELEN	7m 22.2s	12	G HILL	7m 31.6s	31	J MASS	7m 20.4s
31	J MASS	7m 24.4s	15	M BEUTLER	7m 33.0s	13	M HAILWOOD	7m 22.3s
25	H GANLEY	7m 25.1s	9	R STOMMELEN	7m 33.6s	17	J OLIVER	7m 22.3s
23	M HAILWOOD	7m 25.2s	5	J STEWART	7m 36.7s	15	M BEUTLER	7m 26.6s
15	M BEUTLER	7m 26.6s	26	H PESCARELO	7m 43.9s	12	G HILL	7m 27.1s
17	J OLIVER	7m 26.7s	8	D PURLEY	7m 54.2s	8	D PURLEY	7m 54.2s
12	G HILL	7m 27.1s	24	C PACE	7m 56.6s	16	G FOLLMER	7m 28.3s
16	G FOLLMER	7m 32.3s	8	P REYSON	8m 04.9s			
			2	R PETERSON	9m 26.7s			

LAP CHART

GRID ORDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14
5 J STEWART	5	5	5	5	5	5	5	5	5	5	5	5	5	5
2 R PETERSON	6	6	6	6	6	6	6	6	6	6	6	6	6	6
6 F CEVERT	30	30	30	30	30	30	30	30	30	30	30	30	30	30
30 J ICKX	21	10	10	10	10	10	10	24	24	24	24	24	24	24
21 N LAUDA	10	24	24	24	24	24	24	7	7	11	11	11	11	11
10 C REUTEMANN	8	7	7	7	7	7	7	11	11	1	1	1	1	1
8 P REYSON	24	11	11	11	11	1	11	1	1	7	31	31	31	31
7 D HULME	7	1	1	1	1	11	1	31	31	31	17	17	17	17
20 J P BELTOISE	1	19	19	31	31	31	31	26	17	17	7	8	8	8
19 C REGAZZONI	11	26	31	19	19	19	19	17	26	26	26	26	26	26
24 C PACE	20	31	26	26	26	26	26	8	8	8	8	7	9	9
26 H PESCARELO	19	23	23	23	23	23	17	9	9	9	9	9	7	7
11 W FITTIPALDI	9	9	9	8	17	17	8	12	12	12	12	12	12	12
1 E FITTIPALDI	26	8	8	17	8	8	9	18	18	18	18	18	23	
31 J MASS	23	12	17	9	9	9	12	23	23	23	23	23	18	
9 R STOMMELEN	31	17	12	12	12	12	18	15	15	15	15	15	15	
17 J OLIVER	12	18	16	16	16	18	23							
23 M HAILWOOD	18	16	18	18	18	15	15							
15 M BEUTLER	17	15	15	15	15									
12 G HILL	16	20	20	20										
16 G FOLLMER	15													
18 D PURLEY														



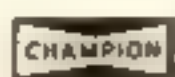
**Get off to a great start
YARDLEY BLACK LABEL**

GERMAN GRAND PRIX
3rd JACKIE ICKX

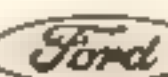
BRITISH GRAND PRIX
1st PETER REVSON
3rd DENNY HULME

SWEDISH GRAND PRIX
1st DENNY HULME

YARDLEY



GOODYEAR LUCAS



FERODO lockheed



BORG & BECK

he was ahead of Lauda. The Tyrrells drove serenely away into the distance, and took settled into a run with nothing but Lauda to watch besides trees and waving spectators. A mechanical problem would change the pattern, but none of the four drivers had any need to drive in a harsh manner.

Not so a cluster of men behind. For Reutemann was leading a crowd of people: Revson, Pace, Hulme, both Fittipaldis, the other two BRMs, Stommelen, Pescarolo and the other two Surtees. On the first lap Beutler dropped out with a puncture and drove slowly in. On the second lap Revson got out of shape and dented

a wheel against a guardrail. Beutler stopped with a puncture and Stommelen's engine started to misfire but still, the Brabham was at the head of the string. It was now fourth place that Carlos didn't want to give up. For in the ultra fast swerves in the Karussell when Lauda's BRM veered sharply off into the barrier and pretty well destroyed itself in a shower of fragments. Niki who emerged with a cracked bone deep in the hand and a distinctly unsettled expression on his face. He had so wanted to do well in Austria a fortnight later, said his impression was that a tyre might have gone down. That removed any

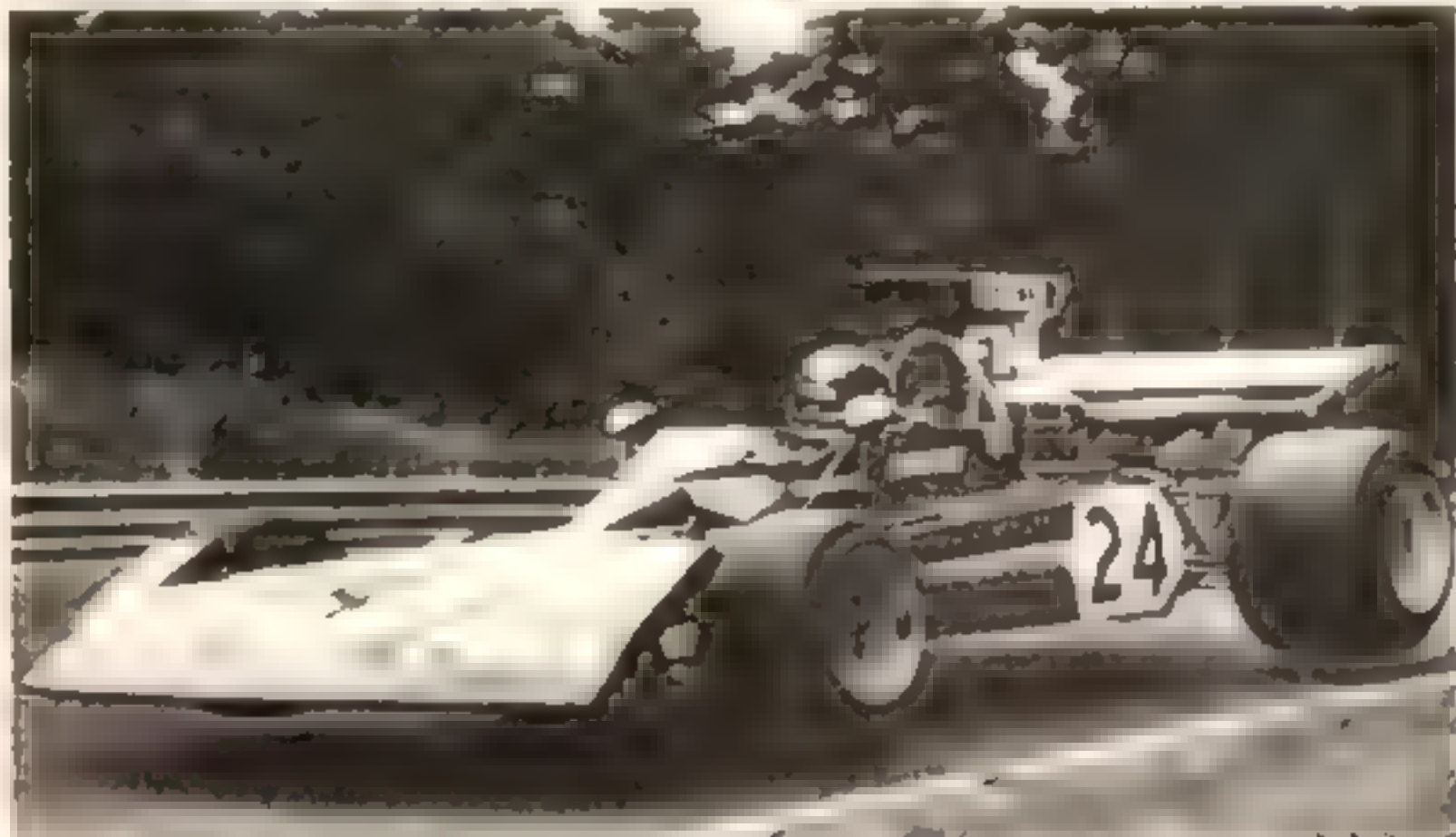
remaining idea of pressure on the top three drivers, and only presented a problem for those arriving closely behind. Reutemann picked up a fragment, apparently, and from then on his car was less and less manageable from a slow puncture. Still he refused to give up his place, and the queue behind became ever more agitated. Now he was quite frankly blocking the road from Pace who had come up as leader of the group behind and wanted very much to get by. Hulme's handling was bad, giving too much oversteer from his hard tyres. Just behind him was Wilson Emerson, whose foot wasn't giving him as much distress as his engine which was having yet another bout of fuel pressure trouble as in several races past. Regazzoni was in the thick of things as was Mass and Pescarolo, but gradually Hallwood fell away with his front tyres going off—he was the only man using Firestone's relatively new 26 inch by 13-inch rear tyre (same dimensions as the Goodyear standard) and he found these were giving much more bite out of corners than the fronts. Foltmer had hardly started his sixth lap when he shunted the rail at the Northcurve. Purley changed a puncture, and Beutler stopped a second time to see if everything was OK after a spin.

Just after half distance Reutemann's engine solved the problem of the midfield bunch by blowing up. So did Regazzoni's at about the same point, and Hallwood came in to change his totally shredded front tyres. Pace now went out in front, chased a while by Hulme, but then both Fittipaldis got by Denny, then so did Mass, then so did Oliver who suddenly arrived up with the group from well behind. Hulme's engine then shed one of its exhaust pipes, which cost a bit of power anyway but made such an awful noise. "Like a Chevvy that's dropped an inlet valve" that he thought he ought to stop to have the boys investigate. With this there wasn't left much of anything to get excited about except for an ever narrowing battle between Emerson, Mass, and Oliver.

It was a matter of sixth place for the reigning Champion and he didn't want to give up that point, but he was having to use the electric fuel pump and keep his revs over 9000 to stay running at all. He was straining the engine in lower gears than normal in many places, and it wanted to cut out completely in the Karussell but by skilful positioning he was keeping Mass and Oliver at bay.

In the last couple of laps Stewart's clockwork progress picked up a little speed, as if just to keep Cevert on his toes and show him a thing or two (and inevitably one wonders if Jackie isn't thinking this is to be his last race at the Ring and he wanted to enjoy it). Carlos was far behind now, hitting the occasional kerb as if bored, but he had certainly proved his point by being so superior to every other non-Tyrrell driver. Still, none of the three were as fast at the end as the fourth man, Carlos Pace who was not only giving John Surtees his first points of the year and one of the few broad smiles of the year to go with it, but giving himself the best lap of the race and in fact a new record 7 m 11.4 s which was 2.2 s better than Carlos's of last year and especially creditable on a weekend when times generally were slower than the year before. Carlos's only real problem was continuing pain from his ribs cracked in the Silverstone shunt. Wilson Fittipaldi's strong fifth pleased him no end, for the Brabham was perfect.

All eyes at the start/finish though, were straining for the sixth place dice. It was the IPS that popped over the rise out of the chicane first, the white Surtees close behind with the black Shadow right on its tail, all three engines straining hard. Mass had driven very well indeed in this his first real GP, but it was good to see the IRPA Siffert award go to Jackie Oliver for his strong showing with an obviously difficult car. The rest trailed in with their various troubles, with Hill last to be unlapped by the winner after a race spent largely in holding the gears in place with one hand.



Carlos Pace gets abourne during his determined drive into fourth and holder of the new lap record (above). Spectator's view of the third place battle with this shot depicting Hulme, the two Fittipaldis and Mass.



What is the present situation between yourself and the Scuderia Ferrari?

The situation, as I am sure you know, is that we have had a lot of problems this year in Formula 1, and these problems became so acute at Silverstone that we had only the 20th time on the grid.

As a result, Mr Ferrari had the feeling—and I felt the same way—that the best solution would be to retire the car completely until it had been improved. I was in full agreement with him about this, because the situation was a disaster for him, and a disaster for me.

Furthermore, I had decided personally that I would not be racing with Ferrari in 1974, although I had not decided where I was going to go. I have had five years with him, some good times and some bad. It was a good period for me, but I decided that I could not wait indefinitely in the hope that the car would improve.

So I had a long discussion with Ferrari on Monday and Tuesday (last week). They have decided to withdraw for a period of time which may be one week but might be three months. Mr Ferrari agrees that since he himself does not know how long this period will be—and since I might not be driving for him in 1974—there would be no point in my trying to develop a car that I was not going to use next year.

So finally we reached the decision to bring our existing agreements and contracts to an end now, instead of letting them run to the end of the year. My Ferrari contract is now finished and I am free to go where I want when I want and with who I want.

However, we finished our agreement on cordial terms. This means for Mr Ferrari that at the end of this season he may decide to come back on to the Grand Prix scene. This will only happen when he has completed a full testing programme on certain tracks already used this year by Formula 1 teams, and has at least equalled the times of the most competitive cars. We already have an understanding that I may rejoin the team at that point if I want to, having tested the revised car myself.

So although our contracts are finished, we are perhaps on better terms now than we were at the start, and that is an important point for both Mr Ferrari and me.

There appears to have been a deliberate campaign against you in the Italian press. Did this make things difficult?

As far as Italy is concerned, the problem was that Ferrari was not winning races. The Italian feel, naturally, that the Ferrari is the best car, and so they found it impossible to believe what was happening without having another explanation.

Their explanations were that "the driver is no good, he has lost interest, he wants to retire and has lost his will to win." This kind of suggestion finally builds up to a point where you read about yourself and begin to wonder if you're any good or not.

And of course the Italian press is different from anywhere else. Italian journalists are not happy to report the facts, they want to give their opinion, and they multiply small problems into major stories. On the whole, journalists in other countries are happy just to report the facts without inventing false stories.

There was a report that Emerson Fittipaldi had visited Maranello, but that did not concern me, of course, even though it was untrue.

What are the difficulties with the B3 Ferrari from the driver's point of view? Has its full-tank weight been a problem?

Oh, it is a very difficult car to drive, you can't feel what it wants to do. It is relatively unpredictable, and it is not possible to be competitive in Formula 1 today with a car like that.

The weight of the car on full tanks is only a minor problem because in practice you can run on empty tanks if you want to do a good time. In those conditions you have an equal chance against a car with a Cosworth engine.

You will remember at Barcelona in 1971, at the beginning of the race when the car was



Jacky Ickx talks to McLaren director Phil Kerr at the Nürburgring

Ickx on the Ferrari split

Interviewed by MIKE DOODSON

full of fuel, I lost 10 s to Stewart's Tyrrell but I regained that time in the second half of the race. So I suppose that the extra weight is a handicap, but it is not too great a handicap, and it certainly has not got worse recently.

After driving the McLaren, I knew that the handling of the Ferrari was all wrong, simply because the McLaren is all right. Our biggest problem at Ferrari was probably the lack of communication between me and the engineer, Mr Colombo, and perhaps between the engineer and the factory. We did an enormous amount of testing, but although they never refused to make the changes which I suggested, they were very slow to change the car. They just did not react quickly enough.

My relationship with the engineer was not good. He didn't understand me, and I didn't understand him. I am convinced that there is something fundamentally wrong with the car because whatever changes we made to the car, it did not show up in the lap times and you couldn't feel any improvement in the car itself.

How did you make contact with McLaren Racing about providing a car for the Nürburgring?

I was in Zandvoort as a spectator, and I discussed the matter with McLaren there. It was a car which I wanted very much to drive because the previous races—especially Paul Ricard and Silverstone—proved that it was the most competitive. I asked if there could be a spare car for me at Nürburgring, provided I could be released by Ferrari, and that is exactly what happened.

It was very nice of McLaren to let me have the third car in the middle of the championship season. As far as I am concerned, the first practice day with the McLaren was very important, because in a very few laps I proved that I was still quick, and that I still had the incentive to drive fast.

It is good for Ferrari, too. He will not have to ask himself any more "Is it the driver or is it the car?" Now he will be able to say to the engineer, "I regret, Jacky Ickx has done a good time at the Nürburgring with another car. Your job now is to make the Ferrari work properly."

I have no personal disagreement with Mr Ferrari. There is a family spirit at Ferrari and this race will be an insight for them. I am sure that everyone will be working in the factory to solve the problems.

How does the McLaren feel to drive?

Around the Nürburgring, it feels very easy to drive compared to the car I have been using so far this year. I didn't have to change

anything important, but I did not have very much practice because the engine broke before the end of the dry practice session on Friday. My only problem is that I don't know enough about the car, I don't know exactly its limits and I don't know exactly how to set it up properly. But even though I haven't got the exact "feel" of the McLaren, I could still do a good time.

I'm new to the team, and they're new to me. I'm very impressed with the mechanics, who understood perfectly my wishes about getting comfortable in the car. To win the World Championship, it is essential to have a good spirit in the team. It has to be a sort of family: it doesn't work any other way.

It's four years since I drove the Cosworth engine. Compared with the Ferrari it has a smaller range and better torque, but the Ferrari is easier to use because of the wider power band. I could not judge very well the other features of the car because of the engine problem, so it's difficult to say how much faster I could have gone. But I could have gone quicker, that's for sure, because I did a lap in 7 m 70 s last year with the Ferrari B2, and the McLaren has to be quicker!

I wanted to have a car to prove that I was still quick enough to win. I achieved that in practice, so even if Denny had had a problem with his car and had taken my M23 from me, I would still have proved my point.

There are lots of rumours about your plans for the remainder of the season. Will you drive the McLaren again?

At the moment there are no plans for me to drive a McLaren again. I will drive for Ferrari if the car is improved, and maybe McLaren will give me another opportunity to race their car.

Of course there are stories about me going to another team, these stories always circulate in the month of August. I have heard that I am driving for Frank Williams, that I am joining Lotus, Tyrrell, McLaren and Brabham... but I can't drive for them all. I may go on holiday now, because the important thing is to prepare for the 1974 season.

Someone suggested that Denny insisted on you rejoining the GPDA before you sat in the McLaren. Is that true?

No, it was just a joke. But I am sure that Denny wants me to rejoin the GPDA, and I think I will rejoin one day. I left the GPDA in 1971 because they didn't seem to know what their objectives were. They are much better organised now, and they seem to know what they want. That was not the case before, so I am sure that I will rejoin eventually.

Go rallying on an egg

Last Thursday the Eggs Authority announced details of a radically new rally sponsorship scheme which is to start on September 1st. The scheme will offer prize points to any registered competitor—the competitor's only requisite being that he is the holder of a restricted licence only—thereby excluding all professionals and semi-professional sponsored drivers. All that is required is to stick "egg" decals on each side of the car and register for a particular event (any restricted rally) at least two weeks before the event takes place. The inducement to succeed is a prize fund exceeding £4,000 made possible by assistance from Chrysler United Kingdom Ltd, Philips Electrical Ltd and the Clock and Watch division of Smiths Industries Ltd.

The series will commence on September 1st and finish on December 31st. Intermediate results will be issued periodically. There will be no restriction on the number of events entered in this period though the highest eight scores only will count for final points. Points will be awarded in ratio to the number of starters (60 starters—1st receives 60, 2nd 59 etc). Registration for the 1973 Eggs Rally Awards cost £1 for drivers and 50p for navigators. The small fee and the egg stickers on the car are all that is required. At the top end of the prize list is a Hillman Avenger 1500 Deluxe saloon for the winning driver and a Super Imp for the top scoring navigator and 2nd placed driver.



Roger Clark—new Escort for RAC

Roger Clark's plans

For the Manx International Trophy rally, Britain's top rally driver Roger Clark will probably be using an ex-Monte Escort Group B car with racing suspension, which should be well suited to the tarmac events. Once Clark has clinched the RAC Championship again, he will do certain RAC qualifying rounds (except the Manx and RAC) in the 2 litre Cortina/Pinto engine Escort in an experiment for Ford to see how their RS2000 in much more standard form will go against the expensive Group B specials. However, for the RAC Rally, a new Group B Escort will be built for Roger.

In his monthly Competition Car column, Roger stated that he might be driving a conglomeration of cars in 1974, but final plans would be sorted out around Motor Show time. Roger commented "It could be an experimental season next year." Sounds interesting!

● Roger Clark was spotted in the Isle of Man last week and when interviewed said he was enjoying a quiet holiday. He was driving a Mini (he drove a Mini in his first Manx Trophy Rally) and was enquiring about purchasing three Range Rovers from Mylechreests Motors; service barge perhaps?

Irish attraction in September

The Aer Lingus Motor Clubs Castrol Special Stage Rally will take place this year over the weekend September 22/23rd. This, the third annual event of its kind, should be the most competitive yet—with some new stages and a total competitive mileage comprising nearly two thirds of the 270 mile route. Only four stage miles will be loose surface, all the rest is tarmac in best Irish traditions. This year's prize fund is bigger too—standing at £500 as of last week. Regulations (entry fee £10) from: Miss Gemma Moore, c/o Balgriffin House, Balgriffin, Raheny, Dublin 5. The Castrol Special Stage Rally, based from Wexford, has been won on both previous occasions by Billy Coleman. The main interest this year will no doubt be to see if he can make it three in a row.

New organisation for Illuminations

Regulations recently published include Morecambe CC Illuminations Rally, October 6/7, road rally in Cumberland and Westmorland, qualifying round for both C/MN and Mexico series. This year the number of entries is back to the usual 120, and the rally is under new organisation, with Stephen Bye and Ron Turner as joint Clerks of the Course. In view of his previous connections and the fact that his picture appears three times in the regs, it is expected that Tony Mason's expertise will be allowed to run off on the event! Start as usual on the Morecambe promenade under the lights. Details from Fred Bent, 3 Greenways, Over Kellett, Carnforth, Lancs. Telephone Carnforth 2190.

RAC rally route details

Regulations are published next week for this year's RAC Rally, which starts from York on the morning of Saturday, November 17th. From there, competitors first tackle the Nottingham forests before travelling across country via the edge of Birmingham (where a stage at Sutton Park will be held) to a control at Llandrindrod Wells. Then the competitors take a clockwise route around Wales, tackling many of the usual stages (but missing out Epynt, Forest of Dean and the North Wales coast) before heading back to Llandrindrod Wells for breakfast.

Then it's back to the Midlands and AI for a control at Barnby Moor with a few more stages before getting to York for the Sunday night-stop. Monday morning starts with a trip across the M62 on to the M6 where competitors then tackle the Lake District stages before a control at Carlisle and through South West Scotland for a control at Erskine later that evening. Night time is spent on the Cowal circuit before returning to Erskine for breakfast and then it's across via Peebles to Northumberland for a control at Scotch corner and then competitors travel to York for the second night stop. The final decider comes on Wednesday morning when there's a six hour session of the best of the stages in Yorkshire before the finish at lunchtime. Jim Porter would like to hear via the RAC from any clubs who aren't already involved to help in the organisation and suggest any other possible stages which aren't in use during that period.

The RAC Rally seems to be causing a lot of interest in the racing world too, for the names of Carlos Reutemann, James Hunt and Vern Schuppan have been mentioned as possible competitors in this year's event.

Suffolk Stage's sponsor

The forthcoming Suffolk Stages rally, organised by West Essex Car Club and West Suffolk Motor Club is being sponsored by a new name, that of Opposite Lock East Eleven.

Opposite Lock whose premises are situated in Grove Green Road, Leytonstone, specialise in tuning equipment and accessories. Apart from sponsoring the event, it is anticipated that they will have a three-car team entered, the lead car being that of Graham Goddard and John Bowers whose car had its first outing under Opposite Lock colours on the recent Rose Bowl Rally, finishing a creditable second overall.

● A new venue will have to be found for the Manx Trophy Rally presentations next month, because of the disastrous fire which completely destroyed Summerland in Douglas, Isle of Man.

Lee's new car



Barry Lee—C & S new car for Burma

Clarke and Simpson have unveiled their new £7000 Centre Hotels Escort for Barry Lee to drive. The new car uses a 2 litre aluminium engine developing 200 bhp and a ZF 5-speed gearbox, while front ventilated disc brakes are an interesting feature. The car with its ultra-lightweight body will appear in white with a red flash on the side. Lee's first event with the car will be the Burma Rally in September.

Manx gathering

Early entries for this year's Manx Trophy rally include Roger Clark, Colin Makin, Roy Fidler, Andy Dawson, Shekhar Mehta, Cahal Curley, Vic Preston, Adrian Boyd, Pat Moss-Carlsson, Will Sparrow, and three entries from Dealer Team BMW and three from Dealer Team Vauxhall.

G5 banned

Group 5 cars will be banned from next year's RAC International Scottish Rally, leaving it open to cars from Group 1 to 4 only. The event will be held from Saturday June 8th until Thursday June 13th inclusive and the 1974 event will be part of the RAC's 75th anniversary celebrations. The event will start from Blythwood Square, Glasgow, on the morning of Sunday June 9th after Saturday scrutineering and the event will follow a similar pattern to the 1973 event with the addition of many new special stages.

Oversubscribed Stocktonian

The Stocktonian rally on September 1/2 has already received an oversubscribed entry, which includes Harold Morley's Pinto Escort and Rocky, Brookes, Jeffa, Pierson, Malkin, Hill, Patrick, Conley, Dawson, Edwards-Parton, Richards and Barter.

● Ford's 1000 Lakes win moves them in to third place in the World Championship for Makes with 36 points, closely followed by Citroën with 33 and Saab with 30. Comfortable leaders are of course Alpine, who have 92 points while Fiat move 3 points closer with 69. Sixth place in the Championship is held by Datsun with 22 points.

These are just a few of the hundreds of letters we received from enthusiasts everywhere expressing their horror and sadness on hearing of the Zandvoort tragedy and Roger Williamson's death

BRSCC comment on tragedy

All British motor racing enthusiasts, and in particular the very many competent and experienced marshals in the clubs regularly organising circuit events, will have felt the sheer horror and desperation of the accident which resulted in the death of Roger Williamson in the Dutch GP at Zandvoort. The whole tragedy and the problems surrounding a crash involving a major fire were brought into greater perspective by the sight of David Purley with his gallant and lone attempt to rescue Williamson. There is every probability that had the right men with the right equipment been on the scene promptly an unpleasant situation might only have resulted in the relatively trivial loss of a racing car instead of the irretrievable loss of one of our most promising and likeable young drivers.

The immediate question in many minds must now be "Could this happen at a British circuit?" Most certainly an accident of this type can and unfortunately will occur despite the technical advances in racing car construction with deformable structures, improved fuel tanks and built-in extinguisher systems, etc. Fire will continue to be an inherent motor racing risk. Whilst high speed fire tenders and well equipped rescue units have an important role to play when they arrive at the scene of an accident, due to the vital time factor it will always be the marshals on the spot who will render the immediate action which may determine whether a driver lives or dies.

We in the BRSCC were involved with Pyrene Ltd in their development of the 4 x 2 method of attacking major fire hazards and this system has been adopted by the RAC and forms the basic instruction outlined in the official RAC Fire Marshals' Manual. Briefly, two marshals equipped with Dry Powder (Monnex) extinguishers approach the blazing vehicle and, making due allowance for wind direction, discharge this highly effective extinguishant over the maximum area. These men are immediately followed by two fellow marshals who spray on "Light Water" Foam which acts as a sealant and minimises the risk of re-ignition. Although fire resistant overalls are highly desirable, the essential minimum extra clothing necessary are gauntlet-type gloves and a helmet incorporating a visor. Previous thinking on a fire rescue operation suggested that a marshal wearing an aluminised asbestos fire entry suit should march into a fire and bodily heave out the endangered driver. Closer thought on such a method now indicates quite clearly how impractical this is, particularly with a formula racing car with the driver firmly belted in and lying almost prone in a confined cockpit. Instead, by extinguishing a fire in the minimum amount of time any medical aid or delicate extrication can be conducted subsequently with care and time by the highly qualified doctors and experienced rescue unit crews present at most meetings in the UK.

The final question must now be "How competent and well trained are the marshals stationed around British circuits who might be required to implement this, the best system yet devised for attacking fire?"

As most readers know, British marshals are unpaid volunteers, they do what can at times be a thankless and uncomfortable job simply because they like it and want to be involved in a sport which interests them more than less exciting pastimes. Through this enthusiasm and attendance at many meetings must come the experience and necessary presence

of mind in an emergency which their colleagues on the Continent can't hope to achieve because of insufficient opportunity. However it cannot be denied that due to the low incidence of crashes resulting in a large fire positive experience in this specific situation is denied to marshals worldwide. Nevertheless, all BRSCC marshals are thoroughly briefed on the operation of extinguishers both by observers and by demonstration at training days, each man has read and has a copy of the fire manual mentioned, they are deployed suitably on their posts according to experience and in the past have had practical training extinguishing tray fires to the point of sustaining burns when doing so. On the circuit it is our practice to double check the operational efficiency of equipment and to ensure the adequacy of appliances and the siting of them. Further training of an academic nature is given by the regular showing of the film "Thirty Seconds to Live" which was produced in conjunction with the RAC and Pyrene, a company which has done more than any other in its field towards fire prevention and control in motor racing. It should be quickly added that all responsible major clubs organise similar training programmes because we all have a mutual wish to make motor racing safer.

It can still be argued that any marshal likely to be confronted with a large and immediate fire should have the maximum practical training and experience in coping with such a blaze, without a doubt this would be of considerable benefit but who is going to pay? Taking a figure of 1,000 marshals to receive such training in pairs with each pair expected to quell a blaze produced by 25 gallons such a national fire marshalling exercise would result in a hefty bill for some 12,500 gallons! Good as such an exercise would be the men concerned still wouldn't have the sudden and unexpected shock experience or the psychological knowledge that a human life is involved which must occur when it is the real thing happening.

In conclusion I must confess my confidence in all regular British marshals to rise to the occasion and act sensibly and swiftly in their strong effort to avoid tragedy, whatever happens they will have done their best.

LUTWICK, LONDON, W4 ALAN DOBBINS
(Chief Marshal of the British Racing & Sports Car Club)

Money spent wrongly

It sickened me to watch television film of David Purley's frenzied rescue attempts while marshals (who appeared to be only out for a closer look at the racing) stood around watching him. It's no use spending over £350,000 improving the circuit and then leaving untrained (or seemingly untrained) marshals to wander about in nothing more fireproof than sheepskin jackets.

If a lesson is to be learnt from this mess surely it's time organisers realised that amateurism has long since disappeared from motor racing and instituted a professional body of marshals to do the job properly.

STOLBRIDGE, WORCS. PETER J WARHAM

Better checking

I know it is always the case of being wise after the event, but surely, after seeing Roger Williamson's terrible accident at Zandvoort if the GPDA are to continue with their safety campaign, then they must tighten up the checking of the safety measures at a circuit.

Although I only saw the accident on TV it was quite obvious that the trackside "firemen" were not wearing fireproof clothing, had insufficient and inadequate equipment and worst of all, had no idea at all what to do in

the event of such an accident. It would seem to me that the first two of these three factors could have been rectified by a simple checking immediately before the GP—surely this would be the most important time of all to check?

Fire drill itself can only be taught—I am surprised it wasn't, because the owners of Zandvoort are reputed to have spent over £300,000 in recent safety improvements.

BRADFORD, YORKS.

TIM FINNEY

Lack of concern

I feel outraged and disgusted at the attitude of the track officials, during and after the fatal accident involving Roger Williamson. I was appalled at the apparent lack of concern by anyone in any responsible position and if this is a sample of safety regulations at this track, then I hope all future programmes there will be banned.

I just could not believe my ears when I heard the reason for the fire truck not being sent out, was because they weren't sure if it would be needed or not. Surely it is far better to send it out needlessly, than to need it and not have it there.

MERIDEN, WARCS.

GRAHAME ROGERS

Driver on drivers

Words escape me on the effort of the Grand Prix drivers at Zandvoort circuit. These are men who are supposed to have nerves of steel but who didn't have the guts to help a fellow team mate from a burning inferno.

The drivers are all members of the GPDA whose main objective is safety and had the course not been up to their safety standard the drivers would have boycotted the meeting. If the incident had happened during practice, the session would have been stopped immediately.

Afterwards the drivers said the race should have been stopped but they should have had the discretion to do this at the time.

HELFARY, ROTHERHAM.

TREVOR TAYLOR

Ban on Dutch racing

If the Dutch officials cannot supply trained marshals or proper equipment let's all write, shout, protest to the FIA, and get racing banned in Holland until such times as they can.

Never again should a Grand Prix driver have to stop to risk his life to save a fellow driver while so-called marshals stand by and watch.

Thank goodness for the British racing marshal who must surely be the best in the world, who do not waste time but get on with the job (re Silverstone). Let's send British marshals abroad to Grands Prix and show them how it's done, even if we have to beg the money to do it.

BINFIELD, BERKS.

E M KENNA

Marshals' training

I feel compelled by the latest horror at Zandvoort to write with some suggestions that perhaps could avert another disaster of this nature.

While great advances have been made in circuit safety and car design in the past few years, it seems to me that in certain countries, the standards of emergency marshalling have not. I believe that while it may be cost prohibitive to provide fire tenders for every potential danger spot on every circuit, there are steps that could be taken in terms of "first aid" to trapped drivers.

We have twice seen this season that Nomex-clad drivers seem able to get to the heart of fires quickly to offer assistance

Correspondence

Bearing in mind the vast amounts of money being invested in circuit redesign (I believe a figure of £350,000 was bandied about for Zandvoort), would it not seem a reasonable proposition to have spent an extra £10,000 to provide Nomex for at least some of the marshals (maybe one or two per post). Often a driver may only be stunned in a burning car and it is only immediate assistance that can save his life. It would seem to me that in cases such as this, Nomex or some similar lightweight, non-cumbersome material would provide the protection necessary to extricate the driver. In more serious crashes, the suits would at least enable someone to go in to attach grappling hooks and save valuable seconds.

Please, let us not have the case again where precious time is lost waiting for the arrival of a suitably-clad marshal to enter a fire.

LONDON, SE22 PAUL McELWAIN

Admittance surcharge

I class myself as an amateur motor racing spectator, and at this moment I am feeling terribly angered by the tragic accident at Zandvoort. An act, almost of murder was carried out by ignorance and sheer stupidity.

Living as I do in Cornwall I do not have much opportunity to see world class motor racing. However, like thousands of other enthusiasts I was willing to drive over 700 miles, sleep in my car for two nights, for the chance to see the British Grand Prix at Silverstone, and it is this sort of tragedy at Zandvoort which is going to bring this opportunity to an abrupt halt. Grand Prix drivers are not going to suffer this kind of treatment.

I would, as I'm sure would the majority of spectators, be willing to pay an extra surcharge on top of the entrance fee to be contributed to introducing new and improved safety regulations on tracks, such as: Super vision of Fire Regulations on an international scale, to include, (1) trained personnel, employed on a permanent basis, (2) short wave radio communication, issued to all officials, (3) Permanent employment of helicopter fire-fighting units, on standby during practice and race; (4) training given to drivers, mechanics etc, on handling fire appliances.

Expensive! In monetary terms, yes, but in saving life, never!

TRURO, CORNWALL IAN DAVIES

Fund for equipment

Having just witnessed on TV, the gross incompetence and negligence of the organisers of the Dutch GP, resulting in the death of Roger Williamson I write to plead for the provision and maintenance of proper fire fighting equipment and operators at circuits throughout the world.

If a fund can be set up then I, and surely thousands who love the sport, will gladly contribute. Roger's death is a very great and sad loss to us all. He will be sorely missed.

How on earth can people criticise Jackie Stewart and the GPDA for insisting on better safety measures I shall never know.

MANFIELD, NOTTS. ANTHONY GREEN.

A Scholarship

In view of the tremendous popularity and admiration for Roger Williamson would it not be a good idea to perpetuate his name in some way. I think the best way would be to have a Roger Williamson Scholarship, in which any promising British driver who showed some of Roger's determined and cool thinking in driving could be helped in some way.

LONDON, SW16

A. J. GANLEY

BBC reply

Within seconds of the nine-car crash in the British Grand Prix at Silverstone, our commentator Barrie Gail with a live mini-camera and a stage manager were asked to show what had happened to Andrea de Adamich to relieve the anxiety of tens of millions of viewers throughout Europe and South America as well as at home.

Swift reassurance, or otherwise, is essential in live Outside Broadcast situations of this kind, and for marshal Andrew Longder to expect us to "report a hundred yards away rather than five yards" is totally unrealistic. It is Mr Longder's responsibility to worry about the way our commentators react. Judging by the high viewing figures for the Grand Prix and warm praise for our coverage in the overseas press, the public verdict seems to be that our commentators and cameras did a fine job.

LONDON, W14

BRIAN ROBINS

Editor Motoring Programmes, BBC TV
(Television Outside Broadcasts)

Brodie's thanks

My memory is just starting to come back after my accident at Silverstone. I still can't remember anything about the accident, but I do, like Dave Matthews, vaguely remember the two marshals that took the trouble to come and see us in hospital that night. Thanks.

To all those who came to our aid at Silverstone and to all the people that sent flowers, fruit, get well cards and letters, my sincere thanks. Some of you I've not met but I hope that I have the opportunity of meeting you to say a personal thank you in the future.

I'm strung up in a traction bed at the moment but it has a "Powered by Ford" sticker at the foot of it and I'm shaping up to take the ward lap record soon, if the RAC will approve the circuit.

DAVID BRODIE

NORTHAMPTON GENERAL HOSPITAL

Ingliston incident

With reference to your report on the Ingliston race meeting of July 22. It is stated that Bill Dryden, Vauxhall Firenza, overtook Eric Smith's Mini while a yellow flag was exhibited.

The chief flag marshal was at the post where the alleged incident took place and reports that neither driver committed a breach of regulations. To further clear the matter Eric Smith confirmed to me personally, that he did not see a yellow flag and he was passed fair and square by Bill Dryden.

EDINBURGH 4

W. J. STEIN

(Clerk of Course)

American discrimination

You outlined the 1974 Group 1 Regulations that are now being considered by the RAC in last week's edition of AUTOSPORT.

Why have the SMMT recommended a 4 litre capacity limit and what is their reason for discriminating against the Camaros, all of which run without "works" backing in contrast to BMWs, Alfas, Fords, Hillmans, not to mention Moskvich.

If the RAC Competitions Committee accept the SMMT proposals they will be taking a most retrograde step. The SMMT recommendation can only be motivated by purely commercial interests with no regard at all being given to what is best for the sport of motor racing and the public who pay to see it.

One can only hope that the RAC Competitions Committee in their wisdom may decide that the sport will be best served by NOT limiting the capacity of the big car class to 4 litres but allow it to be UNLIMITED.

LONDON, W2. LES LESTON

Support Camaros

Through your columns I would like to register my strongest protest and opposition to the proposed 4 litre capacity limit for the British Saloon Car Championships next year.

This has obviously been instigated by a certain manufacturer to rule out the American cars that may be likely to present any opposition. If not then I would like to know the reasons.

It seems that the wishes of the spectator are again completely disregarded in favour of the wishes behind the scenes politics. I only hope that the majority of saloon car fans who enjoy the superb spectacle of the large capacity American cars in this country, will join all of us who run these cars in supporting our representation to the RAC.

If the 4 litre limit is accepted by the RAC it will mean that there will be no Camaros, Mustangs etc ever seen in Group 1 or 2 in this country again. This will cause great relief to many British manufacturers I know, but racing will surely be the poorer.

However let us hope that the RAC will see sense and reject the SMMT recommendation, and try and encourage as many makes as possible and a really great RAC British Saloon Car Championship, which would result with the best car winning, not the most suitable homologation special costing thousands of pounds.

If American cars are not wanted in British Saloon Car racing, then let a proper and open ban be put on them, and genuine reasons given for the ruling; and some thought given for once to the requirements of the paying spectator, for it is he who ultimately supports racing.

However, I suppose the Camaro owners are partly to blame. If the cars had proved uncompetitive, then nobody would be concerned about eliminating them. As it is, a lot of effort looks like being in vain, ruled out by a piece of paper.

So let us have some support.

STUART GRAHAM

BROOMHALL, NANTWICH, CHESHIRE.

Commercial pressures

Further to the recent spate of rumours regarding production saloon car racing in 1974 we felt that we should make our opinions heard. Two months ago a meeting with eligibility scrutineer Peter Jowitt at Silverstone revealed a clear cut proposal for running the 1974 British Saloon Car Championship to FIA Group 1 regulations; also to continue with the UK club championships but with certain restrictions, ie, an upper price limit of £4,000.

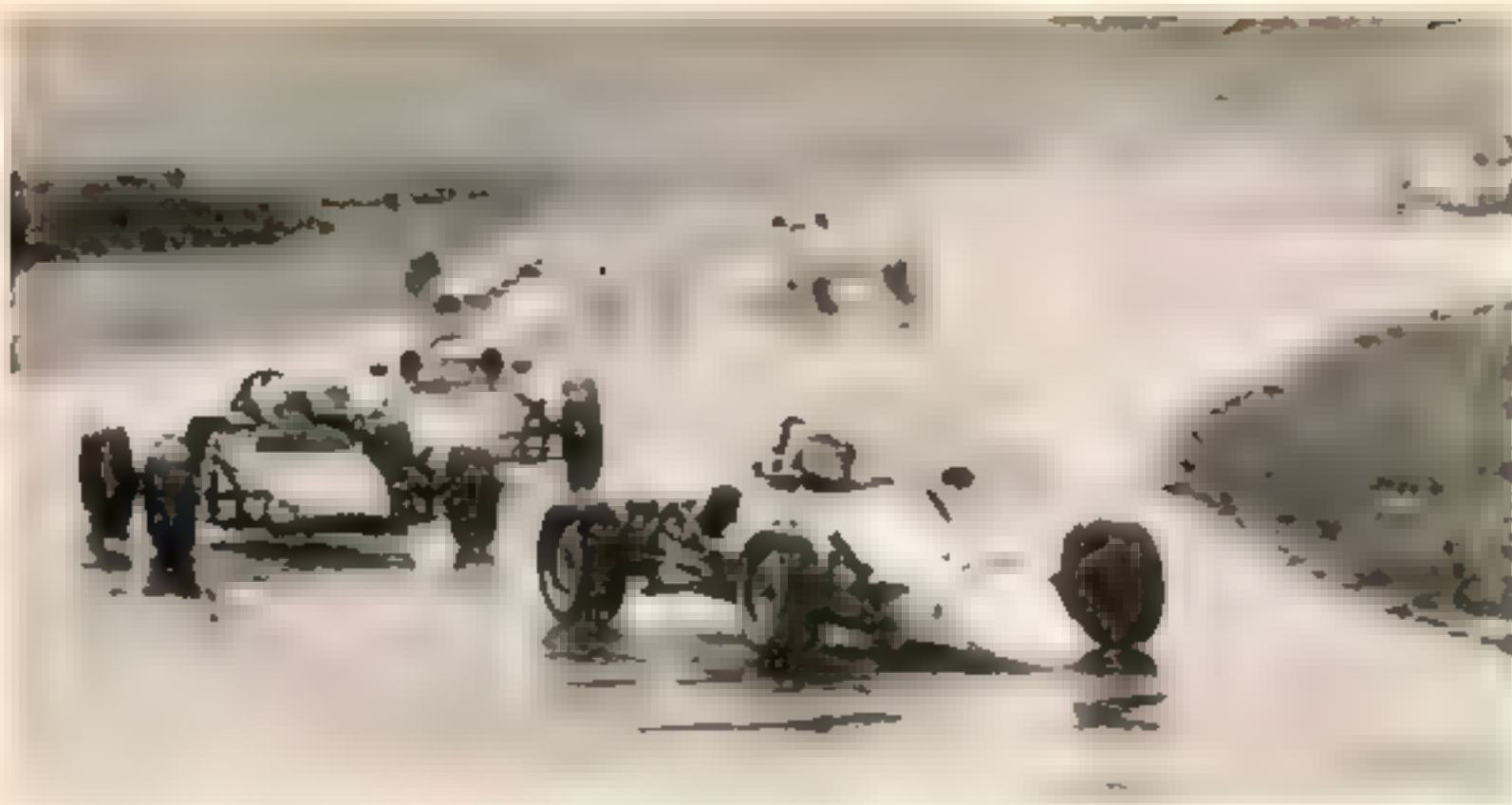
These proposals seemed sensible and obviously as a leading competitor in this category of racing we started to make plans for next season but we were naturally surprised to hear about and read in last week's AUTOSPORT a plan to introduce a 4000 cc capacity limit to the British Saloon Car Championship. We believe that this proposal is not in keeping with the traditions of touring car racing in this country where the paying public have always been assured of watching many different makes and sizes of saloon cars.

We can only assume that commercial pressures have led to this proposal as there has been no mention of any concrete reason, ie, on grounds of safety or lack of spectator appeal, etc. There are already six American cars competing in production saloon car events and one can only assume that many more similar cars would appear given the chance of running in the British Saloon Car Championship.

We firmly believe that there should be no capacity limit or other alterations to FIA Group 1 which would bring the series into line with Group 1 racing on the Continent.

LONDON, W6. RICHARD LLOYD.

(AJ Rivers Racing Ltd).



Olly Hallamby leads Bruce Venn and Jeremy Hampshire in the Vee race

LYDDEN

Attoe's fine drive

Lydden wasn't exactly the best place to be last Sunday. It was very wet and muddy and the racing wasn't all that sparkling either. The few spectators that did turn up at this TEAC meeting witnessed a fine drive by Terry Attoe's 1.0 Mini which got away later after a push start and vanquished the opposition with little difficulty, also overcoming his 10 s penalty.

The 850 Minis of Bob Shepherd and Gerry Glass (Swiftone) spent half of the first lap side by side in the small saloon race, the former just getting the edge up Hairy Hill. These two stayed locked together until lap 7 when Glass spun at the Elbow, retiring to the paddock with a broken fan belt. This left Shepherd with a considerable lead over David Enderby's Mini, which had started from pole but slowed along Canterbury Straight on the first lap, the engine picking up later.

The 1300 cc Modsport race was a walkover for Andy Bailey's Sprite, once he had disposed of Bob Jarvis' Davrian Imp half way round the first lap. Dave Reynolds' Clan Crusader briefly lost third place early on after a spin at the Elbow although David Hipperston's Midget could only hang on to third place for a couple of laps.

Vivas occupied the two main positions for the big saloon race, Jeff Allam's Allam Motor Services car leading home Brian Davison's Drake and Fletcher model by 8.8 s after 10 laps. Dave Thomas' Cooper S held third for the first lap but he disappeared to the paddock letting Colin Folwell's 3.0 Capri in to that position, but he was slowly hauled in by John Davies' Cooper S, which finished 12 s behind.

The only National championship event on the damp menu was for Formula Vee. Olly Hollamby's Austro made the running from the outside of the front row closely followed by the Canon cars of Bruce Venn (Scarrab) and Jeremy Hampshire (Austro). These were reduced to a duo on lap 3, Venn retiring when the oil cooler was knocked off. Next up initially was Brian Urrin's McNamara, but he threw it away with a spin at the Elbow on lap 2, his successor Peter Wimhurst (Vee Max) also falling foul of the conditions at Chessons on lap 5. It was on this lap that Hampshire slipped into the lead, and he had a few lengths advantage until he got caught behind an untidy back marker at the hairpin on the last lap and Hollamby took the flag 0.4 s ahead of the Canon car. Colin Dawson's Peco finished third well ahead of Malcolm Horwood's CM which had Urrin close behind.

A moment at the Elbow on the first lap of

the Mini 7 lap cost Alan Corbishley the lead, and left Geoff Giffes to win with very little trouble. David Sambell held second through out, while Corbishley eventually finished fifth after a further error at the hairpin at half distance. Martin Moorhead and Dick Dare had a daring battle for third which went in the latter's favour.

Although he was 1.4 s quicker than any body else in practice, it took Peter White's Palliser WDFZ nearly five laps to get by the Jet Gaz Jamun of Ken Pickering. White headed home the Jamun by 1.4 s. After spending the first three laps in third position Geoff Iles' March slipped to fourth behind Paul Sleeman's Crossle.

Two of the front row were in trouble at the start of the 1000 cc saloon thrash. Terry Attoe's pole winning Cooper S, had the starter motor jammed while John Homewood's Kent Messenger Sunbeam Imp oiled a plug, and was driven on three cylinders throughout the 10 laps. John Walsh's Vickers Mini completed the opening lap at the head of the queue. His lead however only lasted until half way through lap 3 when a plug broke and he came to a standstill. It was thus Roy Marsh's Cooper which found himself leading, but already Attoe was with the leading quartet and he took the lead on lap 6 extending his lead by over 10 s to assure himself of the winner's garland. Homewood

and Colin Craven's Hillman Imp had earlier lost touch with Marsh after the Hillman had a long moment at Pitts which delayed the sick Kent Messenger car considerably. Homewood eventually finished third ahead of Bill Shepherd's A40-Cosworth, Craven having retired on the penultimate lap.

Gryphons dominated the combined Clubmen's and over 1300 cc Modsports race with the leading battle being between Herb Moger and Caldwell Smythe in '73 cars, and our new editor Ian Phillips in his Elm Farm Racing '72 model. Caldwell led off the line with Phillips in second and it was Phillips who was faster through the twists than leader Smythe. However when Phillips tried to out-break Smythe into the Elbow on the third lap, he slid on the damp into Smythe, sending the Elm Farm Gryphon into the bank and spinning the unlucky Smythe. Phillips emerged unhurt from his damaged car while Moger went in to the lead, which he extended over Smythe. Rod Longdon led the Modsports pursuit in third place, although Nick Ramus' Elan and Paul Howard's TVR Grantura were never far behind the TVR Tuscan.

PAUL KING

Saloon up to 850 cc (10 laps)	1	Bob Shepherd	2	David Enderby	3	John Homewood	4	John Walsh	5	Alan Corbishley	6	Geoff Giffes	7	David Sambell	8	Herb Moger	9	Caldwell Smythe	10	Bill Shepherd	11	Colin Craven	12	Paul Howard	13	Nick Ramus	14	Rod Longdon	15	Malcolm Horwood	16	Colin Dawson	17	Brian Urrin	18	Peter Wimhurst	19	Brian Davies	20	John Davies	21	John Davies	22	John Davies	23	John Davies	24	John Davies	25	John Davies	26	John Davies	27	John Davies	28	John Davies	29	John Davies	30	John Davies	31	John Davies	32	John Davies	33	John Davies	34	John Davies	35	John Davies	36	John Davies	37	John Davies	38	John Davies	39	John Davies	40	John Davies	41	John Davies	42	John Davies	43	John Davies	44	John Davies	45	John Davies	46	John Davies	47	John Davies	48	John Davies	49	John Davies	50	John Davies	51	John Davies	52	John Davies	53	John Davies	54	John Davies	55	John Davies	56	John Davies	57	John Davies	58	John Davies	59	John Davies	60	John Davies	61	John Davies	62	John Davies	63	John Davies	64	John 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There's something rather special about Group 1 Saloon racing.

Those Escorts, Capris, Fiats and Firenzas that are getting the full flat-out treatment on the track are very little different to the street versions.

They have the same suspension, tyres, body and interior.

They have an identical, untuned engine. And most of them use the same oil you should be using. Namely, Castrol GTX.

And that, if you think about it, is

rather surprising. Racing a standard engine imposes stresses that standard engines don't normally face. So you'd think it would take a very special oil to handle them.

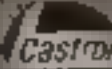
And the way most racers choose Castrol GTX just goes to show how special they think it is.

For the same reason, you should also use Castrol GTX.

Because an oil that's good enough to go around a racetrack is plenty good enough to go around your car.

**Put heart in your car
with Castrol GTX.
The high performer.**

There's a lot of it going around.



More Formula 1 racers choose Castrol than any other.



"Mosley rather unwisely admitted that he hadn't visited the scene of the accident, which was obvious, when he later suggested the marks on the road might have been caused by another car"

Jackie's hitch

Jackie Stewart has a reputation of going to work in style. So imagine my surprise to see him arrive at Amsterdam's Schiphol Airport in a battered Volkswagen in a great cloud of smoke. To be fair he did have a police escort. The winner of the Dutch Grand Prix had lost the keys to his Ford Granada in the paddock at Zandvoort—he and François Cevert had managed to hitch a lift back to their hotel on a couple of motorcycles. But were still faced with the problem of getting to the airport. Time was short, no taxis were available but they succeeded in convincing the husband of the hotel's masseuse to take them in his private car.

Jackie, Helen and the owner piled into the vintage Volkswagen with Cevert taking the wheel. The traffic was impossible, but François was quite determined to catch the plane. So you can imagine the drive. All went well until they got stuck in a solid traffic jam. Stewart then stopped a motorcycle cop and asked him to escort them to the airport. The Dutch policeman would not believe Stewart was who he was, until he showed him the inscribed back of his Rolex watch. Then, with BMW leading, sirens wailing, they finally arrived on time at the airport. But the journey had been too much for the Volkswagen, the engine was seized solid, the clutch was visibly smoking, and so were the tyres. The proud owner looked at the pathetic state of his pride and joy with almost tears in his eyes. Jackie told him not to worry, they would buy him a replacement car—total cost of the exercise: £50. Jackie remarked afterwards it was just like old times. Emerson and Wilson Fittipaldi accompanied by Maria Helena and Suzy arrived in a good deal more comfort. Marlboro had chartered a 14-seater Sea King helicopter from KLM, which swished the party directly from the track to Schiphol Airport in 10 minutes, in company with Prince Metternich, president of the CSI and Baron de Grafenried.

Emerson's injuries

Emerson Fittipaldi's injuries were diagnosed as badly torn ligaments when he returned to Lausanne. Normally, he would have been out of racing for at least a couple of weeks, but daily massage enabled him to be fit enough to drive at the Ring. The Brazilian was accompanied by a masseur, and doctor Sarah Norris to the German Grand Prix. The attractive doctor found another patient, when Jackie Oliver tripped and hurt his ankle just before the race.

Goodyear Press conference

Goodyear gave a Press conference after practice for the German Grand Prix to refute allegations that a tyre failure was the cause of Williamson's fatal accident at Zandvoort. Ed Alexander put Goodyear's case extremely well, in any case anyone who visited the scene of the accident, could clearly read from

the marks on the road that it wasn't provoked by a conventional flat tyre. (See Pete Lyons' Zandvoort report). However, Max Mosley, who also attended the conference, was considerably less convincing. Max suggested, that from David Purley's evidence, it would appear that Williamson was going too fast. The March director also pointed out that the corner in question was "flat," but in order to gain speed down the straight, the car had been set up with very little rear wing. On full tanks it was marginal whether it was still possible to take the corner flat out. Had that been the case, Williamson would have oversteered off the road and there would be tyre marks to prove it. Mosley rather unwisely admitted that he hadn't visited the scene of the accident, which was obvious when he later suggested the marks on the road might have been caused by another car. Mosley then added, rather unnecessarily, that Williamson had two practice accidents at Silverstone, a fortnight before.

However, I have it on very good authority that the official report, due to be published this week, will go against the findings of Goodyear. All those people I have talked to who inspected the scene of the accident were convinced that there was definitely a tyre failure of some sort.

Revson's aim

Peter Revson was incensed to read in this column that he was thinking of retiring from Formula 1 to concentrate on USAC racing. Revson tells me the rumours were first started

Peter Revson—will he go back to tennis if he cannot find an F1 ride?



in England, but have since spread round the world. One can't help wondering whether it wasn't wishful thinking on the part of McLaren, who would be very happy if Revvie

would look after their USAC commitment on the other side of the Atlantic. The extraordinary thing in Revson is, promotionally speaking, the most valuable member of the McLaren team, and therefore the most interesting to a major sponsor. As was pointed out in this column last month, McLaren have quite a problem with three drivers under contract unless they decide to run a three car team. Just to complicate the issue further, Boyd Jeffries, a Californian broker, whose name appears on the side of McLaren's cars, is a personal friend of Peter Revson, and is said to be a stockholder in the McLaren company. Revson is quite emphatic, he intends to continue his Formula 1 career—if McLaren are not interested, it could well be their loss, and someone else's gain.

Hesketh's hotel

Lord Hesketh's team has really fired up the imaginations of the foreign journalists. The Swiss TV said Hesketh wasn't at the Ring as there were no suitable hotels for his lordship—the other story was that Hesketh never sets a foot in Germany. On a more serious note, team manager Bubbles Horsley, was seen in earnest conversation with Jabby Crombac, at Zandvoort and one got the impression the team are making serious plans for next season. Including collecting some sponsorship.

Penske's Eagle

One hears that Roger Penske is preparing an all American Formula 1 car for Mark Donohue to drive in next year's World Championship events. Penske was certainly not at Barcelona earlier this year for the bull fights.

Dan Gurney is said to have already built the chassis, but apparently the all American effort will stop at the engine—which will be the ubiquitous Ford Cosworth DFV. Knowing the way Penske goes about racing, and Donohue driving, this has got to be the most serious challenge ever to come from America.

Hertz confusion

Hertz, who are always advertising how helpful they are, didn't live up to their claim in Holland. After hiring a car, the young lady simply pointed to a car park containing at least a hundred cars and left me to find my vehicle in the pouring rain. A task which took at least 10 minutes. Later, a friend of mine confessed to me he had written off one of Hertz's cars while practising at the Nürburgring—justice had been done.

Baby Parnell?

Tim Parnell's burly figure was missing from the Marlboro-BRM pit at Nürburgring. Big Tim was directing a different sort of operation at home, where his wife Ginny was about to produce an addition to the family.

In the wars again

Huschke von Hanstein had a rather embarrassing accident in the paddock at the Nürburgring. Huschke was trying out Embassy Racing's Buellaco trial bike, when he confused the footbrake with the gear change, selected first, did a "wheely" in the paddock collecting Frank Faulkner and Ken Tyrrell. Frank suffered from head and leg injuries, as well as a broken rib, while Tyrrell hurt his ankle. Frank Faulkner had only just fully recovered from the bad road accident he had in Austria with Tyrrell two years ago. It was good to see Frank around and about on race day albeit strapped up again. Some people have no luck.

Purely personal



"It should not be left to the drivers to discover the inadequacies of circuits

By ROBERT FEARNALL

It is said that lessons will be learnt from motor racing tragedies. Yet Gerry Birrell was killed at Rouen on June 24 because of incorrect installation of Armco barriers and Roger Williamson's accident at Zandvoort five weeks later was magnified because of the incorrect installation of Armco barrier.

Armco barrier as stated in last week's editorial, is much welcomed in its efforts to make motor racing safer, as indeed it has proved. However, Armco barrier can become more dangerous than no barrier at all, if it is incorrectly installed. At Rouen and Zandvoort, Armco barrier at the parts where the fatal accidents took place were found to have their posts implanted in loose earth or sand with no support. It may be that the nature of the terrain made it a problem to install the posts with strong supports, but that is something that should have been resolved before a track licence was issued by the CSI. Such inadequate installation of Armco at Zandvoort and Rouen meant that the barrier was far less, as it could not support any impact and became much more dangerous than not having Armco at all. In the case of Gerry Birrell, the barrier opened up permitting the car to go in between the two layers of barrier and at Zandvoort, it bent back and acted as a launching pad to send Roger Williamson's car into the air and overturn.

Every circuit used for an FIA Championship round must be inspected by the CSI's Sub-Commission for Circuits and Safety "whose duty is to enforce the safety criteria and to indicate to the CSI whether the organisation of a Championship event on the course



Tragic outcomes which could have been avoided have claimed the lives of Gerry Birrell (seen here leading Mike Beuttler during their Easter Formula 2 battle).

concerned is advisable." So states the book.

Why, therefore, did the CSI's Sub-Commission for Circuits and Safety approve the Rouen and Zandvoort circuits when their Armco barrier was dangerously installed?

Poor Roger Williamson not only suffered as a result of the CSI's inefficiency in checking the Armco barrier, but also in the inadequate fire-fighting methods employed at Zandvoort. While other sensible safety regulations have been made, it seems outrageous that the wearing of fire-resistant clothing by fire marshals—particularly at such events as Grands Prix—is not mandatory, although some Grand Prix circuits do take this important precaution. Adequately clothed marshals could have reversed the situation at Zandvoort, as in such an accident the need for marshals to go in immediately and release the driver was vital. It is said that with fire appliances being immediately on hand the fire can be put out in adequate time to save the driver and therefore it is not necessary to make fire-resistant clothing compulsory for fire marshals, but that places a 100 per cent guarantee on the equipment and that seems a dangerous pledge to make. No doubt through the organisation and co-operation of the GPDA and CSI, enough money could be gathered to provide fire-resistant clothing for fire marshals, but that and other better fire precautions will be now more effectively and properly controlled by Louis Stanley's Siffert Advisory Council.

There were no properly clothed fire marshals at the scene of the Zandvoort accident but much worse, and against the International Sporting Code, was that the immediate portable fire equipment (which wasn't adequate) and the back up of a fire tender

(so vital for when a driver is trapped) were not there in the time allowances specified by the CSI in reaching a driver involved in a fiery crash—or anywhere near those specified periods—and that seems to be criminal negligence on the part of the organisers/circuit owners. There are obviously certain fire-fighting precautions (such as the clothing aspects) which need rectifying, but there were still many conditions already in force which the Zandvoort organisers did not fulfil in dealing with Roger Williamson's accident. Before the start of any race or practice session, the steward of the governing body at that meeting inspects the circuit and has "authority to enforce compliance with the International Sporting Code." So states the rule book.

Therefore, why were the fire-fighting precautions so pathetically bad at Zandvoort when the CSI steward could inspect the circuit and enforce the safety criteria laid down in the International Sporting Code?

It is quite evident that whoever made the inspections of the circuit for safety and whichever steward had the responsibility to enforce the CSI's criteria, were not doing their jobs properly on these occasions. It should not be left to the drivers to discover the inadequacies of circuits. There are officials specially appointed to carry out these duties, but so long as they are incapable of enforcing CSI regulations then the drivers and teams have to do it for themselves.

It is a very unsatisfactory situation, which the CSI should have mastered a long time ago. If it means the full-time appointment of qualified safety experts by the CSI, whose responsibility it is to thoroughly check all aspects of an international circuit and its equipment before passing it as safe, then I'm sure drivers and teams will willingly pay for such a system with the CSI.

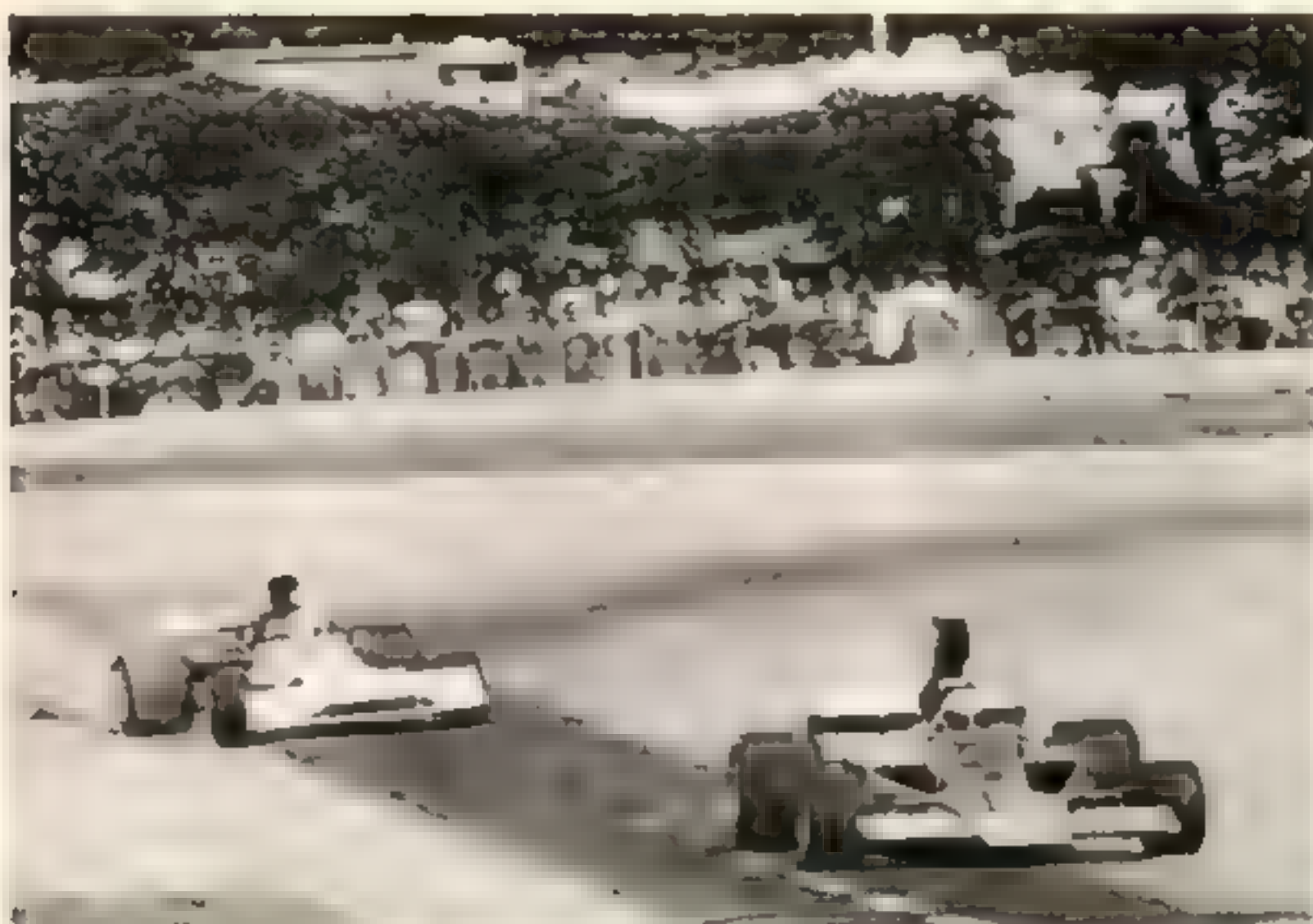
Tyre failure was the cause of Gerry Birrell's accident and by Pete Lyons' remarks in last week's Dutch GP report, seems to have been the cause of Roger Williamson's accident. This must point for urgent investigations or changes in tyre regulations on Formula 1 and Formula 2 cars, but although tyre failures started the accidents, the fatal outcome was due to the unnecessary dangers at the two circuits.

Thankfully much work has been carried out in making motor racing safer in recent years. It would be safer still if certain circuit owners and organisations did not find the cheap way out of adopting safety regulations, but instead strictly adhered to them; and at the moment, there's no adequate checking to see that the regulations are being adopted until a tragedy occurs. Then it is too late—it is not a question of learning from such accidents, as these tragedies shouldn't have happened at all if a little more competence and care had been taken in the first place.

To lose two good friends in Roger Williamson and Gerry Birrell are appalling, upsetting on their own, but to lose them because of the carelessness, inefficiency and negligence of others is so needless and makes one despair with anger.

... and Roger Williamson, whose Wheatcroft March is seen leading David Purley's March at Zandvoort prior to the accident.





Scheckter gets his Trojan over the limit in pursuit of Redman's winning Lola

ELKHART LAKE

Redman breaks Scheckter's series of L&M wins

By GORDON KIRBY, photos by CHARLES LORING

Formula 5000 reached new and better heights last weekend as Brian Redman broke Jody Scheckter's train of commanding L&M Championship wins. Redman drove surely and forcefully into a lead which Scheckter could only whittle and chisel at from his fourth row starting place. Jody got to within a second of Redman by the third lap, but Brian edged away as Eppie Wietzes, driving the finest race of his career, worked his way up to Scheckter's gearbox and pressured the Trojan back to within a couple of seconds of Redman by the end. It was easily the best and brightest Formula 5000 race that America has ever seen.

David Hobbs spun away second place when the throttle jammed on the second lap, but he worked back through the field to finish fourth after team-mate Brett Lunger ran out of oil pressure. Mark Donohue struggled all weekend with the flat and awkward AMC engine and went well enough to get up to fifth place and set the race's fastest lap before suffering the ignominy of running out of fuel on the very last lap. Donohue was not at all pleased. Nor was Peter Gethin who got the works/Marathon Chevron going better than it's gone in months, only to slip back with a bulky metering unit and then stop when a backmarker's wing fell off and pierced the Chevron's radiator.

ENTRY & PRACTICE

It had been five weeks since the last round of the L&M Championship so it was not surprising that the renewed enthusiasm of Elkhart Lake's Road America circuit brought to light a sprinkling of reorganised attacks and the inevitable spate of new mods and "tricks." The 4.0 miles of Road America tend to amplify faults or bonuses at either end of a given car's characteristics, so we had the added interest of watching everybody's new vigour chasing down the fine points of braking and acceleration. The circuit consists almost entirely of long straights linked by right angle corners which make brakes and power the two keys, while the polished nature of the well-used road surface aggravated each condition and made things into something of a scrabbling match.

Jody Scheckter scrabbled throughout Friday's practice and slewed his way around for an unhappy 2 m 10 s best which was 2 s slower than Peter Gethin's FTD. Alan Smith supervised a change back to carburettors that night for it seemed that the long-awaited cross-over Lucas fuel-injection

units which Scheckter and Redman had were losing some 300 revs to the carburetted set-up. The following day Jody seemed to adapt much better to the three extra inches of wheelbase—courtesy a McRae belthousing—and the Trojan began to appear much less brittle than hitherto as the South African went quicker and quicker, holding the car in long, progressive slides as he powered sharply out of the abrupt brake-and-turn corners. It was all very entertaining in what is becoming the typical Scheckter mould, but even he was a little qualmish about having to drive that way in order to do his fifth pole-winning effort of the F5000 season. He finally managed a startling lap of 2 m 4.926 s which was over 3 s faster than the F5000 record and within a half a second of Denny Hulme's outright CanAm record. But best of all was to see Jody recover from his tepid Friday frame of mind and ignore the news-hunting whispers of "the kid's gonna have another shunt" in doing his cleanly forceful work of Saturday.

Carl Hogan's team are working hard to recover their calm which was harshly disrupted in the early part of the season by an endless succession of blow ups and cracked

heads in Hogan's brace of Morands. During mid-week testing the Morand in David Hobbs' Lola suffered a cracked head after only three laps and it was back to last year's Traco for David and a Traco/Morand bitza for team-mate Brett Lunger. Both cars were fitted with Konl shocks all-round and softer front anti-roll bars in an effort at combating the dreaded understeer. Lunger went off on Friday bending both front corners while Hobbs didn't seem to be terribly inspired by a flattish engine and the slippery road surface. But Saturday was also a much better day for Hogan's men as a rather more concentrated Lunger pressed along well for a 2 m 5.552 s lap and Hobbs benefited from a pair of nose fences fitted along the edges of the nosecone in doing an almost identical 2 m 5.682 s.

Brian Redman was fourth quickest, once again leaping back and forth between Jim Hall's red Lola T330 and Carl Haas' factory maroon car. Hall's car had been hard at work around the Texan's Rattlesnake Raceway during the previous month and the expected aerodynamic tweaks had begun to materialise. The radiators had been repositioned in a more conventional right-side-up and forward facing angle so that they presented more frontal area to the air and a consequently enlarged and increased number of slots helped exhaust the air out the sides of the shrouds. At the back there was a huge wing, similar to the "bow wave" section, low drag, high downforce aerofoil of Bobby Unser's USAC Eagle, but this one was much longer and thicker than the sustained high-speed USAC design. Brian did a 2 m 6.237 s lap with this carburetted car before a thrust bearing broke up in the gearbox and left him without any drive to the wheels. The factory Lola had the second of the injected Alan Smith Chevys but the car was some 10 mph slower in top speed and proportionately slower under acceleration and despite preferring the handling and steering of this car Redman decided to use Jim Hall's Lola. Both Scheckter's and Redman's injected Alan Smiths were running without airboxes and the consensus was that the addition of an intake would almost immediately sort out the apparent problems of the engine.

A chuffed-looking Eppie Wietzes was fifth fastest, 2 m 7.024 s was his time with a new, full Bartz engine that propelled the Canadian Lola along with 200 more revs than it has ever seen. Wietzes ran the wider-by-three-quarters of an inch front Goodyears for the first time and found to the initial perplexity of the Goodyear men that the regular, heavy braking required at Elkhart was forcing the tyres to turn on the rims and go out of balance in as few as three laps. The remarkably effective Canadian amateur also had a problem with cracking discs, but was generally well in control of both his car and himself.

A contrastingly dissatisfied sixth best was Peter Gethin who recorded almost identical times on both days. It was not pleasing to the Chevron crew to go from quickest to sixth, while almost everyone else improved by at least a couple of seconds. The car's Kinzler-injected Alan Smith was working well enough and Peter could stay with the best under braking, but the Chevron seems unable to put the power down going through a corner. Very little in the way of chassis development has gone on with the Chevron and there are now some furtive glances being cast towards the F2-based themes of both Trojan and Lola.

Tony Adamowicz and Graham McRae were equally disappointed with their seventh and eighth place times. Both are contending with power shortages and both seem resigned with their respective lots. McRae played around with the placement of the fuel-injectors on the trumpets which feed his Bartz, but neither high nor low positions seemed to make much difference.

An increasingly drained-looking Mark Donohue is having a very frustrating struggle with the Traco-built AMC engine which provides both the power and the dollars for Roger Penske's Lola T330. The engine is well down on power as well as being weak in the middle ranges and this tall and heavy lump seems to have presented some insurmountable

chassis problems. The car has not improved since its first appearance at Mid Ohio and it just will not respond despite Donohue's rarely-seen efforts at flinging a car about as well as anybody could ever hope. Neither combination of short-stroke nor long-stroke block nor tall nor short injectors seem to help the situation and Mark had to make do with a 2 m 9 027 s best.

John Gunn and Bobby Brown enthused their way around for 10th and 11th fastest, but the Crane Chevy in Gunn's Roman Brio March 73A dropped a valve which necessitated building a replacement engine overnight, while Brown got his Morand-engined Chevron going on Saturday after being "very untogther" on Friday and managing only three laps. Jon Woodner and Bob Lazier were again the quickest of the newcomers ("see, first in class again," quoth Woodner), while Harry Ingle had an horrendous shunt on Friday, going off at the end of one of the long straights and climbing at least 30 feet up a steep bank. Ingle was okay, but his Ed Zink-tweaked McLaren M22 was a throwaway. Bobby Muir's rebuilt and immaculate Jones-Eisert Lola T330 stripped top gear on Saturday and left him down in sixteenth place with a leisurely Friday time, while Vern Schuppan managed barely a dozen laps in all with the troublesome Josef Scott entered McRae Williams GMI. Vern found the car badly in need of sorting and after getting things barely organised for Saturday, the cam went soft and wore away the lobes which left the Australian way down in 24th place, some 10 s off Scheckter's pace and with only a dozen laps in a strange car on a strange circuit.

Gus Hutchison broke a halfshaft early on Saturday and had to make do with a 2 m 11.012 s from Friday, but his long-awaited "secret weapon" was installed on Saturday evening and absolutely everyone was waiting, with many a mixed emotion, to see the Texan's show in the race. The "secret weapon" was Gus' own HRE-built, fuel-injected Chevy with both intake and exhaust feeding through the outside of the cylinder banks. This configuration presented the intake valve with an almost straight port and on Wednesday the engine had, apparently, been appreciably quicker than the best of anybody. An additional benefit could result from the side intakes which don't clutter the space before the wing and therefore allows much cleaner air to flow across the aerofoil.

HEAT 1

Tony Adamowicz had grooved the tyres of his Carling Black Label Lola in an effort to get them up to working temperatures as quick as possible. The appearance of Jody Scheckter in Formula 5000 has presented virtually everybody with a new problem of having to go quickly as soon as the race starts, an approach that goes very much against the grain of the normal American semi-pro.

But they have yet to learn the immediacy of Scheckter's skill, for he had already pulled out a full second's lead by the second turn of the first lap. For the next few laps Jody just leapt away from the rest; by the end of the first lap he was 3 s ahead, then 5 s, and then 8 s. But it was not an easy task for the Trojan was not at all stable under braking and was lifting the inside rear wheel for a few brief moments before Jody could get the power on. It was all very skittish and not at all reassuring to watch, nor, apparently, was it reassuring to drive. A perplexed and grumbling Scheckter confirmed that afterwards.

By the seventh of the 20 laps the Trojan began to slow, although not enough for the Hobbs/Wietzes dice to get within range. For a while it seemed as if Jody was just stroking to the flag, but the car was becoming more and more unmanageable and sloppy with every slower lap. It was soon obvious that a tyre was going soft and at the end of the 16th lap the Trojan shot dramatically into the pits. The car was stopped for no more than 8 s while the left rear Goodyear was changed and Jody accelerated sideways,

and in swaths of blue smoke down the pit lane.

So it was Hobbs who now led, with Wietzes right behind him as they had been since the start. Adamowicz had tried to out-brake both of them on the first lap but he had succeeded only in investigating an escape road and dropping back to 14th place. But Adamowicz had also held Donohue up and ruined any chances Mark might have had of keeping within range of the leaders and instead got him embroiled with a group of Bobby Brown, Evan Noyes and Bob Lazier. Noyes got to the head of the foursome, got away and then dropped out with a blown head gasket just as Adamowicz had caught him up. Lazier had spun and knocked his Lola's nosecone off on Donohue's car, which held up the Penske Lola even more, so that Scheckter was able to get going again in 5th place, just ahead of Donohue and behind Brown.

Hobbs and Wietzes had a well played race right to the flag with Hobbs having his first trouble-free run of the Formula 5000 season and his first win. Wietzes has not had quite so many dramas as Hobbs this year, but he has certainly had his share and this was the first time that he has shown that his faultless style can be as quick as the leaders. Adamowicz recovered for third ahead of Scheckter who had also been bothered by the Trojan's front pads glazing and damaging the discs.

Donohue was a disconsolate sixth. He had driven with incredible verve, forcing the Lola well beyond the normal braking markers and picking up yards on the people he found himself racing with. Even though he was braking later than anybody else—including Scheckter—there was not a hint of untidiness or drama. That all happened when he put his foot down and the AMC engine would burble and hesitate and just refuse to rev freely so that poor Mark would find himself struggling with a mass of understeer and the precious space he had picked up would disappear as the others accelerated away.

HEAT 2

Redman let Lunger pull ahead as the field crested the hill before the pits and when the flag dropped the Steed Lola charged by on the outside with Gethin's Chevron flitting in behind and nosing Lunger out as they braked down into the first right-hander. The rumour of Hutchison's power began to take substance as he took to the inside and drove on to Lunger's tail and fourth place. These first four pulled away immediately from McRae, Woodner and Muir who were fairly well strung out behind.

It took only a few laps for the first three to pull clear of Hutchison and Gethin began to close right up on Redman under braking only to lose everything he had gained as they accelerated down the road. By the fifth lap Redman's lead was beginning to stabilise at around a second with Lunger a further 2½ s behind Gethin. But Gethin was watching his temperature gauges climb as well as finding his brakes getting hot and starting to fade. The Chevron's great challenge was trailing away with every lap now and Peter was finding it harder and harder to keep Lunger behind him.

On the 17th lap Gethin finally relented and Lunger began a hard chase of Redman, showing more of his good F5000 style and setting a new record on the last lap of the heat as he came to within a second of Redman. The Haas/Hall/Steed Lola began to get a little twitchy over the last few laps and Brian was spending much of his time throwing the car out of corners in an effort to combat an unpredictably loose condition through to the apex. It turned out that the left front tyre was going soft and was down to half its normal pressure by the end.

Gethin let the two Lolas go after Lunger passed him, driving carefully on the gauges with a large cushion to the Hutchison/Muir dice which the Australian threw away with a last lap spin after passing and getting away from a lagging Hutchison two laps earlier.

McRae was a disappointing sixth and only got the place when Woodner spun with two laps to go.

Schuppan had a miserable race and was just beginning to catch Tony Settember's old McLaren for eighth when the replacement engine started to loose its oil pressure and Vern pulled in. John Gunn's rebuilding efforts also went for naught when the engine blew out all its water after just five laps.

FINAL

So it was Redman, Hobbs and Lunger-Wietzes filling the first two rows for this sixth round in the L&M Championship. Scheckter was back on the outside of the fourth row with Donohue beside McRae on the sixth row. There was almost sure to be some dramas during the first few laps with all the heavy braking and the Goodyear tent was very busy making sure that all the necessary runners had their tyres glued to the rims in an effort at curing the tyres turning on rims problem.

Redman tried to get the drop on everybody by lagging as the field came up to the start and just before passing beneath the starter Brian's hand shot up as Hobbs accelerated past on the outside. Wietzes stuck his nose under Hobbs' wing and Hutchison came shooting up the inside far faster than anybody. An enraged Redman charged by Wietzes under braking for the second turn and at the next left-hander he made a big effort to get inside Hobbs, but Hobbs was easing across all the time and Redman had to slow right down and let David go. Wietzes was right there in third with Adamowicz filling his mirrors and making a mighty effort to dart by as they crested the sharp rise into the next left-hander. Scheckter had got by Hutchison for fifth which became fourth a few corners later when Adamowicz went off while trying again to outbrake Wietzes.

Hobbs held on to his tenuous lead throughout that first lap, but Redman was really eager and his big effort at the left-hander after the longest straight paid off this time as Hobbs couldn't get across in time to close the hole. David came right back though, and the two Lolas scrambled through the next left-hander almost side by side. But Redman held on and then, just as Hobbs was making another effort at a tight right-hander, the throttle stuck wide open and he went spinning across the grass, losing about half a minute and dropping to 13th.

So Redman had a few car lengths' cushion now, but Scheckter had got by Wietzes and was rapidly closing on the leader's large, polished aluminum wing. After two laps Wietzes had fallen a couple of seconds behind the Trojan and had Hutchison and Lunger looming large in his mirrors. Gethin was all alone in sixth with Brown holding off Donohue a little further back.

Throughout the next few laps Scheckter stayed close behind Redman, but he seemed unable to make any serious passing efforts and then, by the sixth lap, Redman started to edge away and there was no response from Scheckter. Jody did not seem to be himself, perhaps we thought, the new disc and pads had not bedded in properly and the brakes were beginning to go away. But that was not the case. "I was just working much too hard to stay with him," said a reflective Scheckter who slowly drifted back to some 4 s behind Redman. Wietzes had got well clear of the Hutchison/Lunger dice when Gus disappeared on the seventh lap with another broken halfshaft. Until then Hutchison had been going clearly faster than ever before even though, by his own admission, he was being generally sloppy and sideways. Obviously, the new HRE engine works well and is probably the biggest step forward in F5000 since the adaptation of low profile tyres last season.

By the midpoint of the 25 laps Redman had pulled out a fraction more than 4 s to Scheckter while Wietzes was beginning to

Continued on page 62

GOODYEAR IS RACING TO DEVELOP A BETTER CAR TYRE

Goodyear have invested enormous energies in today's racing in the sure knowledge that tyre experience gained on racing circuits helps in the development of ordinary car tyres.

The constant search for even tougher racing tyres continues to throw up new fabrics, new fibres and new ideas for tyre construction that can be used in tyres fitted to your family car.

The young designers of the exciting Clan Crusader – all fibre glass sports car – chose Goodyear tyres to match the car's outstanding performance.



In Formula 1 the first ten world championship events fell to Goodyear – a 100% record.



Jackie Stewart who has now won more Grand Prix races than any other driver – drives on Goodyear tyres.

In prototype sports car GT Goodyear achieved a great success in this year's Le Mans 24 hr. race.

Successes like these culminate in better tyres for you. And that is why Goodyear goes racing. One such example is the G800 Supersteel radial, a unique combination of steel belts and polyester sidewalls. Such was the confidence in the strength and safety of this tyre that Goodyear landed a two ton aeroplane on it.



GOODYEAR

the safety minded Company



"I feel that without any doubt there were several drivers travelling too fast through the area of the accident, and if they won't discipline themselves they will simply have to be disciplined."

We just don't learn . . . we just don't learn. We get the most horrifying kinds of lessons and yet we simply do not learn from them. After Piers Courage's crash in 1970 we said that something should be done about fire fighting systems at tracks. We said it again when Jo Siffert was killed at Brands Hatch in 1971. To say it all again after Roger Williamson's fatal crash as the fire raged unchecked at Zandvoort seems almost futile.

There are two things we MUST do. One is to train a nucleus of fire-fighters specialised in these sort of accidents—because accidents will still happen despite all our efforts—and equip them with trucks placed at strategic intervals around the track in their own protected areas in constant radio communication with control and with each other. A system like this need not cost a fortune. You could build the tenders up from van chassis-cab units specially for the job to carry a big extinguisher and rescue equipment. With the exception of a track like the Nurburgring you could run an efficient operation with six or seven of these mobile units at any track and if there is a fire there is a yellow light caution situation on the WHOLE track while ALL the fire tenders make for the scene of the accident. Then if one truck runs out of foam or powder or needs more assistance, it's on hand. If the extra trucks aren't required they can make their way back to their posts.

The second thing is to bring in a means of disciplining drivers while the rescue crews are working at the accident. I feel that without any doubt there were several drivers travelling too fast through the area of the accident, and if they won't discipline themselves they will simply have to be disciplined. I don't think there is any question about this. The best means would be to have electronic pacing lights installed as they do at Indianapolis, but

while this would be best it would also be prohibitively expensive. So the next best thing is to bring a pace car out on the track ahead of the race leader and although this gives the field a chance to close up at least it allows the race to continue without being stopped and gives the rescue crews a chance to work without having their attempts hampered by having to dodge other cars.

I keep coming back and using Indianapolis as an example but I see no reason why we shouldn't either follow their lead in these safety measures or at least study and adapt them to suit road courses. Tell me we don't need to take such measures on European tracks and I'll tell you we don't need another driver's death either.

The Clerk of the Course at Zandvoort should have stopped the race as soon as he realised the seriousness of the crash. There was a fire tender standing 150 yards beyond the burning car, but it didn't move because the driver apparently had instructions not to drive the wrong way round the track. So a driver died. After Piers' accident and then Roger's accident on almost the same part of the track, you can't help but feel that the people in control of Zandvoort are less than competent when it comes to an emergency situation. It beats me how they could let themselves be caught out again in virtually identical circumstances.

One of the problems may have been that the drivers were unaware of the seriousness of the accident. I certainly never knew that any one was still in the burning car until after I had retired in the pits. When I came past the first time I saw the car on fire and David Purley brushing flames off himself and my initial reaction was that he had crashed and had managed to get out of the car OK. But when he was still there struggling two laps later I started to wonder. It never occurred to me that it was his car stopped on the other side of the road. I just presumed that there had been a two-car accident and that David had climbed out of the burning car. Initially the fire was small and the flame was low, blowing sideways as though a petrol line had severed and with the pump still on it was feeding flame out sideways like an acetylene torch. If Purley had had assistance as soon as he arrived, Roger could probably have been rescued. As it turned out, it was a complete disaster. The first truck took some eight minutes to arrive after driving round most of the track while the other truck stood 150 yards away and did nothing. I simply fail to understand it.

I do hope that Tom Wheatcroft, Roger's good friend and sponsor will not have been

completely sickened by racing and that he will eventually regain some of his enormous enthusiasm and plough it back into a worthwhile part of racing like his museum at Donington Park and the restoration of the Donington track. Roger would have been all for that.

I had changed both left hand tyres on the dummy grid because I had picked up a puncture from a piece of steel in the rear and I didn't like the front too much because the handling was a bit squirley. That meant I had to spend the first lap feeling out the new tyres and scrubbing them in, and James Hunt went whistling past. Peterson had taken off like a scalded Swedish cat in the John Player Lotus with the two Tyrrells on his tail, followed by Hunt in the Hesketh March and then yours truly in the Yardley-Maclaren.

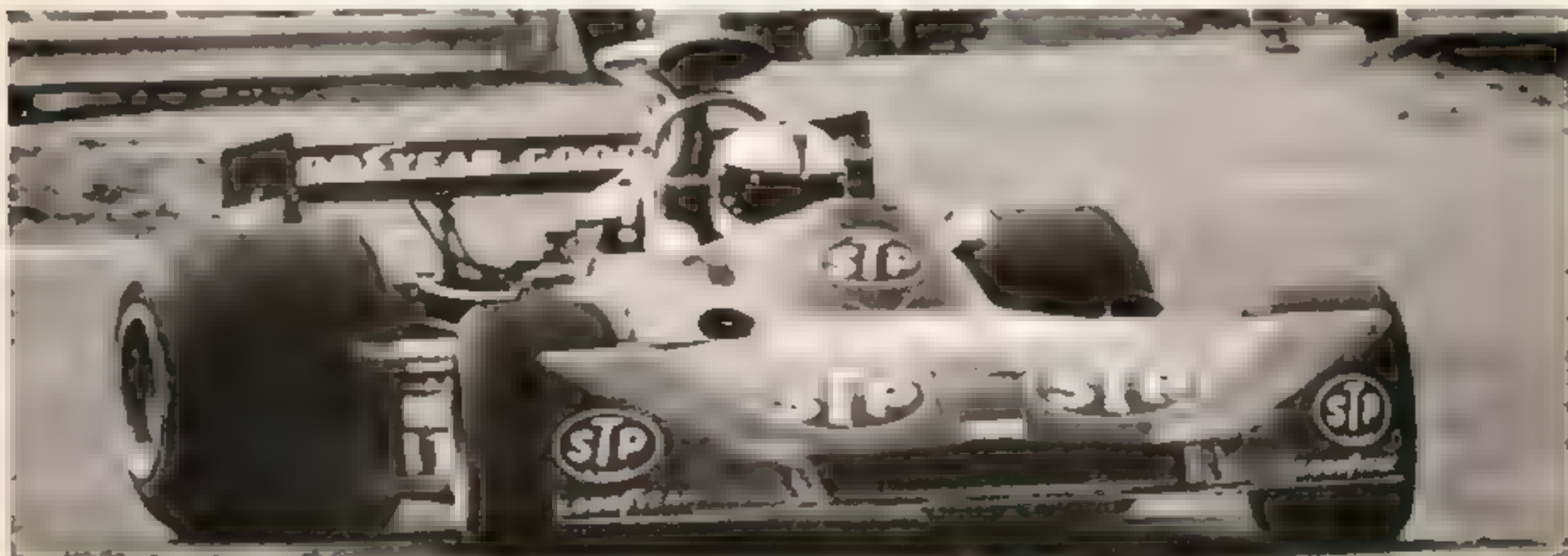
Although I had some harsh words to say earlier about drivers pressing on too hard with an accident on the track, I'm probably as much to blame as the rest because I was backing right off as we approached the scene of the crash only to be left behind by the front runners and caught by the rest of the field. Obviously some drivers are prepared to take more risks than others in a situation like that. When the wreckage was cleared off the track and the foam had stopped blowing around, I figured I'd better stand on it again and have a bit of a go and that was when I closed back up to Hunt's March and I was right in behind him when there was a helluva racket and either a piston or a liner broke and cut the engine block in half. So that was me sidelined for the rest of what turned into a fairly dull race. Unless your name was Tyrrell or Stewart, of course. Towards the end of the race as Jackie was closing in on Ronnie the Lotus started smoking and slowing to present Jackie with his 26th GP win on a plate.

The accident put a damper on the whole race, but Jackie is now all-time tops with his record of Grand Prix wins. If you say it quickly 26 doesn't sound like a lot, but to win 26 Grands Prix is a fantastic feat. I've won six or seven and I can really appreciate the enormity of Jackie's achievement.

His win also put him 10 points into the lead in this year's Championship and I would be tempted to put money on the fact that Jackie will take the title away from Emerson, even though a few of us are still in there with a fighting chance.

Emerson's crash during practice wrecked his race car and with the German GP at the Nurburgring only a week later, it may have ruined his chances of getting back strongly at Stewart's lead.

Roger Williamson's F1 March at Zandvoort.





The road Clan had very direct steering and cornered well

Gathering of Clans. One for the road. . . .

Imp Sport variants have blossomed with considerably more success over the past few years than their Mini-based counterparts. The reasons are fairly obvious, for with fairly high petrol consumption and the slightly heavier unit of greater capacity, the 1100 cc and 1275 cc Mini engines lose quite a lot to the smaller, Climax based, alloy 875 cc unit. There are currently three well-known Imp based variants manufactured in this country: Clan, Davrian and Ginetta, the youngest of which is the former, just coming up to its second birthday. My Yorkshire predecessor described what goes on up at Clan's factory in Washington, but I was lent recently, a Crusader for road impressions.

Perhaps I'm very biased but the first thing to be said is that I'm in favour of these variants. The performance offered usually around the 100 mph mark, and the mpg figure, usually in the late 30s, makes such a car a very attractive proposition. What isn't always so attractive is the specification, and in some cases the finish. The disadvantages of such cars is that they are built by enthusiasts, and very often enthusiasts forget such little matters as comfort, storage of luggage/children/dogs/shopping, noise and leakage when raining, a point that often suffers when minimal numbers of units are produced in mass production.

And so to the Clan, subject of this Tune-In. The basic impression left by this car is that it deserves all the publicity it has received. Here is a firm that have decided to produce an Imp variant in a professional manner, possibly on a slightly more professional basis than some of the others. To begin with, the general fibreglass moulding process is obviously of a high standard. To look at the door sills, and the fit of the doors, one can immediately see that considerable care has gone into the basic moulds and that everything fits really quite well. The road test car, kindly supplied by Malcolm Ginsberg, Clan's PR gent, had done upwards of 3,000 miles and was pretty well run in. However, in that time and with considerable motoring behind it, because such a car is obviously made to be driven hard, the basic body had been well preserved in its vivid shade of yellow and there was no chipping nor discolouring. On the basic design, which is often possible to criticise, there were certain deficiencies in that there were leaks when the car was parked in the rain, and still came to light several hours after the

the rain had passed, particularly from the sun-roof which was fitted. Leakage also occurred into the driver's glove compartment which quietly got itself damp, but this wasn't serious as it never actually dripped onto any passenger. On other design points, the rear window was apt to accumulate water which had to be wiped off by hand and didn't simply disperse with vibration, which might be a plus point for the suspension but not for the rear window angle and sighting. The only other possible exterior design fault could be attributed to the frontal area. This houses a boot, which immediately puts one over on other of the Imp variants, but at the same time, the boxy front section leaves about two and a half feet which are not visible to the driver when he comes in to roost in a busy parking space. However, the extreme points front and rear are protected by a fairly bumpy piece of rubber which, provided you don't hit the fellow in front too hard, will efficiently absorb much of the impact. The fact that the frontal area is so low means that it often goes underneath some of the larger monsters on the road, so that too might be on the plus side.

Once in the office, it is surprisingly comfortable. The seats seem to be a little saucer shaped, possibly without a great deal of lateral support, but by bracing the left leg against the bulkhead when cornering at speed, the balance is retained. However, the actual seat shape is certainly not uncomfortable, but it did take yours truly a while to get his lithe frame comfortable in the driving seat. The problem was that the pedals did occasionally seem rather low, so that only the toe hit the pedal. With the Tune In's editor's best Carnaby Street heels on, this didn't exactly allow the greatest confidence. This was in a sedentary position, so the obvious thing was to put the seat right back. Once this was done, it allowed the tallest member of the staff, Mr Phillips to drive the car in comfort.

Apart from the road, what did he have to look at? There's a tiny wee steering wheel to grip with a vengeance, enlarged for rally Clans, which hid one or two of the warning lights beyond. The instruments are situated behind the steering wheel, well in view of the driver, and the main ones are the speedometer and the rev counter (surprise, surprise). They're both the same size, but one of the immediate criticisms that comes to mind is that the speedo is in even numbers and not

odd. The reason for this seemingly a petty crit? Our principal limits are 30 and 70 and you have to look for the white lines in between to see them. Just a quick item, but sometimes the difference between keeping and losing the licence. Other instruments to gaze at on long journeys include an ammeter, fuel gauge for the six gallon tank, oil pressure gauge and temperature gauge. If you're a smoker, the Clan Crusader is made for you. Apart from having a cigarette lighter down by the gear stick, there are two ashtrays set into the doors on a swivel basis. The driver's unit couldn't be closer to his right hand, and he scarcely has to take his hand off the wheel to flick the ash. On the subject of doors, the Clan's door is not light, partially because it has strengthening steel bars in case of side impact. In such a low car, one needs a light door to push away, and quite honestly, with its steel bracing, the Clan door is really quite heavy when leaning back and over to open it. Once mastered, there's no problem, but if you're transporting an ageing parent or impressionable bird it might be good to do the polite thing and open the door oneself.

Spacewise, the Clan is remarkably well endowed. Admittedly there's precisely one glove compartment opposite the passenger, which really isn't very big, while beside the driver and passenger, there are glove compartments which would be useful to hold such things as wallets and the occasional map, but nothing too big as they'd dig into the occupier's seat. There's lots of room behind the driver which can be used for virtually anything. It's all covered in black carpeting but our esteemed rally man managed to squeeze his lithe Scots frame into the area, making the Crusader a three seater without too much difficulty. There's some room in the front but only for a shallow suitcase to share the space with the spare wheel and the battery. Accessibility to the engine is really very good, with a side opening cover made out of fairly flimsy fibre-

Under way, the Clan behaves well. It doesn't jump about too much, and all the essential instruments were close to hand. Your Tune In editor was particularly impressed with the stalk instruments. On the left were a single wiper control with two different speeds, while on the right were the indicators and the flasher as in the normal Imp configuration. Acceleration times for 0-60 were in the 12 second mark, which compares well with such larger engined models as the MG Midget at 14.1 s, the Triumph Spitfire at 18.2 s, and the basic Sunbeam Stiletto in 17.6 s. All for 875 cc worth. To me, petrol consumption is very important and if 37.5 mpg sounds good to you, then the Clan is your car. This figure was achieved over what any motorist would do, including droning along the A25, slithering around the Big City and the odd burn out at the lights. The six gallon tank thus provides something near 220 miles, a BMW 3.0 would require one fill already over the same period if it had the same capacity tank, although it would still have a little in hand in the speed department. It is perhaps to the detriment of Cosmic wheels that I couldn't attempt a maximum speed from the Clan Crusader, for the already weighted wheels still seemed out of balance at around 45 to 50 mph. If you fancy the front end of a car bouncing around at 100 mph, then you can do your own figures, but I do believe that the car was well capable of a high speed, in excess of 100 mph.

With rear engined cars weighing less than the (original) body the engine was designed for, it is easy for the braking to be upset and the car's front wheels to skitter along, locked up under heavy braking. For this reason, it was particularly pleasant to find that the braking was quite unlike any car I have recently driven. The balance is of imperative importance, with the amount of dive contributing to the braking efficiency. The lighting seems fine, but should the owner

Tune in

require further lighting, it might be complicated to fit, because there is no greater overhang in the bodywork in which to accommodate lighting.

Ventilating the driver is often an important aspect, and while I was surprised to find that there were no quarter lights, I was equally surprised to find twin ventilation ducts. When I drove the Davrian in mid-Winter, I found that it was completely unnecessary to have interior heating. Similarly with the Clan Crusader. Consequently I found it most im-

portant to have internal ventilation in the Summer but disappointed to find that I needed both the ducts provided to cool the driver. Lord knows how the passenger cools himself, although the winding windows would help considerably, although not in a rain-storm.

The Clan Crusader price may seem a little high at close to the £1,400 mark, but it offers a tremendous amount, great savings in fuel and lots of fun in the driving department.

which is complete with an FIA approved roll cage made from glassfibre. It has, of course, a laminated screen and full harness belts and also perspex windows (driver's fixed), rally wiring harness and front radiator. Lovell's car also features a larger than standard 10-gallon fuel tank with an exterior filler. The Clan utilises Chrysler Imp components and with a strengthened Imp crossmember uses competition Imp suspension with Clan-supplied springs, available for forest or road events. Spax dampers are used and the braking system is dual circuit with split master cylinder and Imp drum brakes fore and aft. VG 95 linings are specified all round, though on Chris's car softer Ferodo AMBs are being tried on the front. Other standard "rally package" items include a full quota of Cibie lights, comprehensive non-reflective instrumentation, twin throttle cables, navigator's foot brace and high output alternator.

The 998 cc engine of Chris Lovell's car is prepared by Andy Chesman of Graetham Engineering and driving through a competition clutch and Jack Knight-modified third and fourth gears sounded quite impeccable within the confines of the cockpit as Chris drove the car to some suitable countryside. Outside, the tail-mounted Chrysler Rally Imp transverse exhaust system keeps the decibel level under control. Sitting in what is navigator Rod Palmer's seat on events, I was soon to experience a drive I will not soon forget. Turning onto the road Chris had selected, the pale ochre Clan leapt instantly into its operating zone. First assault on the senses was noise, accelerating down the first straight sounds of engine and straight-cut gears alert the adrenalin for what's to come.

The high noise level, which necessitates the use of an intercom, is emphasised as the glassfibre body damps out nearly all road-induced noise and gives the mechanical cacophony full quadrophonic pride of place. Second assault was one of incredulity—when the first corner loomed up and disappeared just as quickly. Very often a small car can give the impression of cornering more quickly than it is, just like BL Minis these days, which can still amaze the driver round corners but which, in fact, are no longer a match for many cars which have long since learnt the ability to out-corner a Mini. Not so the Clan, although it is a tiny car, the way in which Mr Lovell directed it through the lanes was more than a match for many of the best. On tarmac the Rally Clan must be just about the tidiest and most instantly responsive car on the rally scene.

The technique, which had me baffled for the first few turns, is one of incredible smoothness—nonchalantly sailing into a variety of corners, some tightening, some with climbing or dropping brows, more with undulations mid-corner and exiting just as quickly, just as smoothly. My guided tour of the lanes became even more interesting when glassfibre dust started cascading on to the floor from somewhere under the fascia and a slight smell of fuel became suddenly stronger. I had no need to worry. Chris explained that it would only be the new petrol tank modifications settling in.

Strapping myself into the driving seat I set off, very gingerly, to try this most surprising car. With subconscious constantly pounding (it's all fettled up for its first major outing only three days away) I really only remember one thing about the drive. I wobbled about all over the road. The rally Clan is not an instantly chuckable "hairy" motor car. It is much more subtle, requiring, I would guess, a long and sometimes nerve-wracking courtship. It certainly gave me the brush-off, amplifying my crude driving movements embarrassingly. Its message in those few miles was very clear. Take the time, get your reflexes in tune with the car and it has all the ingredients and versatility necessary for a successful association with the best RS1600s and Porsches dominant of the rally scene.

IAN SADLER



Chris Lovell lifts a wheel as he hurls the rally Clan through Buckinghamshire. Note the auxiliary lighting.

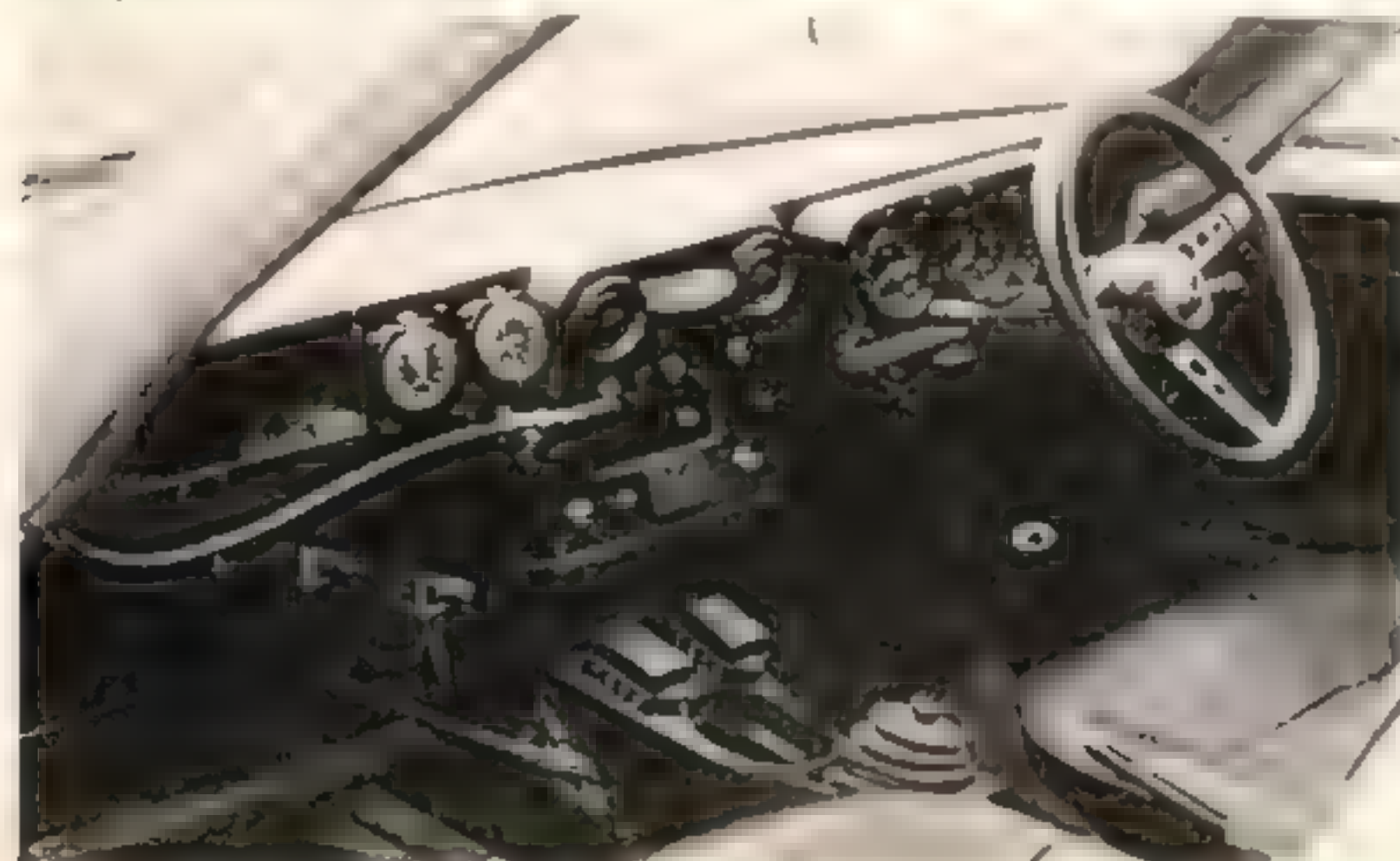
... and one for the lanes

With only 95 bhp, which by rally-winning standards is not much, the rally Clan Crusader loses out on power: But after spending a morning with Chris Lovell's Kingsclere Carriage Co Ltd supported car, I came away convinced that, 95 bhp or not, the diminutive, purpose-built rally Clan has just got to start figuring as a winner soon. It's come pretty close with Andy Dawson's second on The Manx last year. This year Chris Lovell, with his new car, has already achieved a second

and a fourth on Welsh events and enjoyed a really promising run on the recent Nutcracker until a minor electrical problem (coil) forced retirement.

Lovell's car, at the time of our visit, was just three days away from competing on its first Castrol MN event and presented quite a visual feast as an example of a perfectly turned-out rally car—especially as it's so different from the ubiquitous Escort. Purpose built it is, starting with the rally body shell

The interior of Chris Lovell's Clan. The seats haven't been changed but the steering wheel is larger. The instruments are standard positioning as are the gearstick and vents but of course most of the trim has been removed.



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Such were the conditions on the F5000 warming-up laps

Rain stops play

By IAN TITCHMARSH

Photographs by ROBIN REW

The 10th round of the 1973 Formula 5000 championship had to be called off at Silverstone last Sunday when incessant rain throughout the afternoon left rivers running across the Club Straight and large, dangerous pools on other parts of the circuit so that although the Formula Fords and production cars on their narrow road tyres could manage quite well, the enormously powerful 5-litre cars, with great wide tyres threw up so much spray that it was impossible for the drivers to see. It was a hard decision for the RAC steward and the efficient BRSCC Midland Centre organisation to reach after running through the club races beforehand with great expedition, but it would only have needed one spin in the early laps to cause a huge accident. The less said about the threats used by certain people to persuade the drivers to race, the better . . . If any of the disappointed spectators read this, we hope they will understand that the drivers were just as disappointed at being unable to perform for you. The F5000 teams rarely make a fuss about anything so the conditions must have been bad, probably chiefly due to the poor drainage of the ex-airfield track.

Before recounting the club races which did take place earlier, a brief résumé of practice might be of interest. Steve Thompson, on a track which was already wet since the rain started just before the first practice session, took pole position in the Servis Chevron B24 with a time of 57.0 s set right at the end when the rain eased slightly. Keith Holland had three spins in the Ian Ward Trojan T101 on his way to second fastest time of 57.2 s, which was a stout effort on the supposedly less suitable Goodyear wets, while Peter Gethin, who had set the pace throughout most of practice in the new works development Chevron B24, had to make do with the outside of the front row and a time of 57.4 s. Ian Ashley's Lola was initially credited with having set this time first, but a change of heart by the timekeepers pushed him back to the second row, while David Oxton was another spinner who nevertheless stood out by putting the Begg FMS beside Ashley with a time of 57.6 s. This was equalled by Gifs van Lennep in the first of the two ShellSport Luxembourg Lolas, Tom Selso being absent without an engine.

The rest of the times were as follows: Tony Dean (Chevron B24), 58.4 s; Bob Evans (Trojan T101), 58.4 s; Guy Edwards (Lola T330), 58.6 s; Chris Craft and Teddy P. (Chevron B24s), 59.0 s; N. A. Green (Trojan T101), 59.6 s; Dave Santo (Lola T330), 60.2 s; Brett Langer (Trojan T101), 61.2 s; Brian Robinson (McLaren M19A), 61.8 s; Chris Baker (March 73A), 63.2 s; Richard Knight (Kichmac), 66.4 s; Chris Featherstone (Lola T330/2), 67.2 s; John Bowtell (McLaren M19A), 73.8 s.

Jack Russell would also have taken part after damaging a corner of his McRae at Woodcote on the very first lap of practice and working all afternoon to repair it. Langer was suffering great pain after slipping a disc in

the bath the previous night, which explained his poor time. Sid Taylor was not present but confirmation was obtained that he has ordered a Lola T330 for immediate delivery to the States for Jody Scheckter.

The usual vast Silverstone Formula Ford entry were racing for BOC points on this occasion. The first heat became a duel between

the Titan Mk 6 of Richard Hawkins and Syd Fox in the Camel Hawke DL10. Both drivers pulled well away from the pack, sliding their cars nicely round the corners with Hawkins showing more enterprise and eventually winning by exactly one second as they threaded their way through spinning back markers Stephen South (Ray), Mike Chittenden (Merlyn Mk 24), Roger Orgee (MRE) and Rob Wicken (Merlyn Mk 17A) disputed third although Chittenden soon spun into retirement at Maggotts. Orgee later ran very wide at Becketts and then gradually fell away, leaving South to come in third just ahead of Wicken. Pete Clark's Crosslé 25F, originally an occupant of the front row, tested the safety fencing at Woodcote while trying to improve on sixth place, and retired more or less undamaged wrapped up in the third layer.

Once again 25 clouds of spray disappeared into Copse without mishap, which says a lot for the standard of driving skill and, despite a few spins, the only retirement was Mike Taylor's Palliser WDF2 which emulated Clark on lap 2 when fourth, again with little or no damage. The leading cloud was, in fact, a MacLeod for Donald of that clan had the Van Diemen in front all the way chased by Ted Wentz's Elden (which had jumped the start) and Derek Lawrence's Dulon. Under pressure from Lawrence, Wentz spun at Woodcote on lap four, collecting it together neatly after a smart 360, which Lawrence copied at Becketts before another lap was up. From all this Wentz's team mate, Denny Shattuck emerged in second after a close tussle with Mike Young's Tricentrol Merlyn Mk 24, Lawrence having caught up this pair without passing them, before the end Wentz came fifth before the 1 m penalty was applied and pushed him out of the final.

Thirty FFs came out for the 15-lap final and fears of mass havoc in the first few laps were completely unfounded. Indeed 27 of the starters finished which is quite remarkable and very commendable. Having just left out of a G1 BMW saloon, Donald MacLeod made no mistake about winning the final to stretch his BOC lead over Derek Lawrence a little more and earn himself the KMS Driver of the Day award. Lawrence and MacLeod swapped places for a few laps, until the Scot profited from a rather wide line by Lawrence at Becketts on lap four. The Dulon caught up again, and continued to tail the Van Diemen until a back marker put Lawrence off line at Woodcote, and he spun without losing his second place. Richard Hawkins was very slow away at the start but quickly made up places to secure a steady third, despite worries about his oil pressure, while Stephen South was an equally safe fourth. The next few places were much less certain with Denny Shattuck just taking fifth from Chris Woodcock's Merlyn Mk 20A while Mike Young, after spinning out of fourth place on lap 4 all the way down

F5000s line up on the grid for the race that never happened.



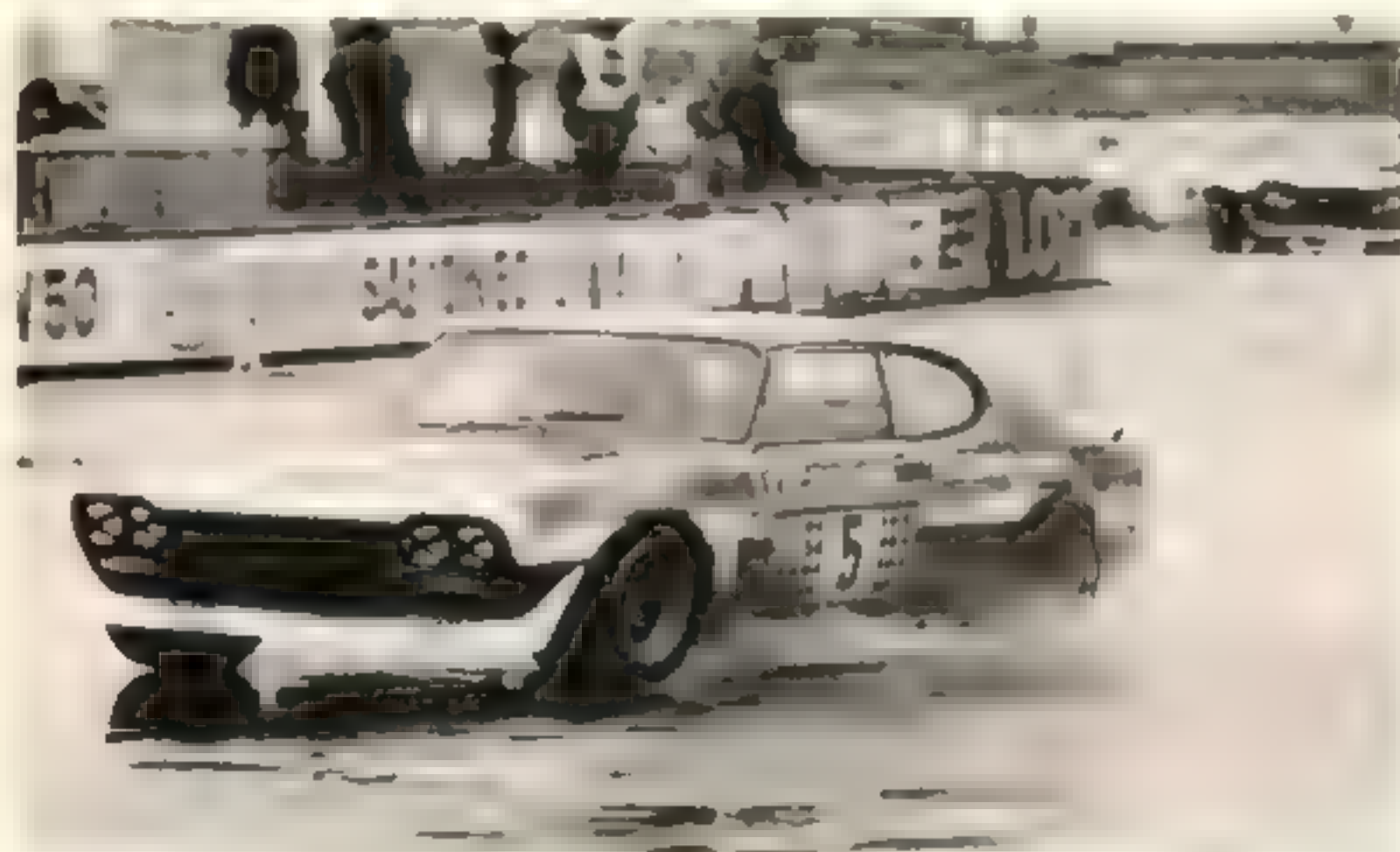
to 12th worked his way back to seventh ahead of the closely matched pair of David Heale (Dulon LD9) and Ed Wilcox (Merlyn Mk 11A). Syd Fox spun at Woodcote on lap one while lying third, and had to wait till everyone had gone by before carrying on. His climb back to 10th was the notable

feature of the lower half of the field

The MCD Special Saloon series came to Silverstone for the first time this year, giving some of the regulars a chance to match themselves against local talent. Mick Hill's two Capris were out for this one for former Falcon driver Tony Strawson has bought the 4.7



Giovanni de Stefano won the prod sports race with his Carrera (above). Mick Hill had the wet to put up with in the 8 litre Capri, but still won (below)



Richard Hawkins gets his Titan sideways in front of Syd Fox's Hawke



car from Eddie Regan, via Gerry Marshall and one or two others. Neither was on pole, this honour belonging to John Chappel's ultra rapid 1.3 Cooper S which began to lose oil pressure. This led to his retirement on the first lap and left Hill unchallenged for his fifth win in five outings in his new car. Strawson was a good second in his new car, quickly disposing of Tony Sugden's Escort TC which was also demoted by Peter Kitchen's BDA-engined Mini Clubman. The former Sprite and Eian driver had a new car entered by Gordon Allen and drove with all his old skill to win the 1300 class and push Geoff Wood's Mini-Ford into second place. Third in this class went to David Conway's Riley Elf which was passed on the last lap by Peter Baldwin's Mini, which has acquired a 1-litre Holbay engine to make a class winner again. Alex Clacher had to take his Imp home since he had no wet tyres while Ray Edge was running a BMC engine in his ex-Hipkiss Mini so that Baldwin was unopposed.

A non-championship affair for production sports and saloon cars was quite well supported but not very inspiring. Italian spaghetti-manufacturing nobleman Count Giovanni de Stefano was a slightly surprising winner in his Porsche Carrera which in no way detracts from the skill with which he drove. Chris Meek chased hard in the MTC Cars De Tomaso but managed a spin at Woodcote which spoilt his chances, while many men were seen pondering over the engine afterwards. Alistair Cowin's apparently less handleable Carrera RS managed to stave off Malcolm Wayne's class-winning Europa for third, while Donald MacLeod was the first saloon to finish, at the wheel of the ShellSport Luxembourg BMW 5i, which had been led for a few laps by Barrie Boulton's Capri. The most outstanding saloon, however, was the Marina of Bill Shaw which Les Nash took to a class win ahead of a TR6 and an MG8. The renowned British Leyland have a hand in this machine.

After the FF final, the F5000s did three warning up laps, paused awhile, and then tried three more. The rain, which had almost stopped after the special saloon race, was now as heavy as ever and the RAC Steward wisely called the race off which upset no one except one or two of the back markers. Both Thompson and Gethin, undoubted masters of a wet track, explained how hopeless it was over the PA and 50 per cent of prize money was awarded to the competitors, based on practice performances.

Formula Ford (West) 1 (17 laps) 1. Richard Hawkins (1.3) 2. Tony M. 3. B. m. 3.2 s. 19.42 mph. 4. Syd Fox (Hawke) 5. D. O. 6. m. 31.2 s. 7. Stephen South (R. m. and 7.3) 8. m. 42.1 s. 9. Pastest lap Hawkins and Fox 1 m. 0.1 41.3 mph.

Formula Ford (West) 2 (17 laps) 1. Donald MacLeod (Van L. m. and 3.4) 2. B. m. 27.4 s. 19.86 mph. 3. Barry Shaker (Ed. m. and 3.4) 4. m. 29.0 s. 1.8. 5. M. Y. 6. m. 30.2 s. 7. M. 24. 8. m. 34.2 s. 9. Pastest lap M. 24. 8. m. 34.2 s. 10. m. 34.2 s. 11. m. 34.2 s. 12. m. 34.2 s. 13. m. 34.2 s. 14. m. 34.2 s. 15. m. 34.2 s. 16. m. 34.2 s. 17. m. 34.2 s. 18. m. 34.2 s. 19. m. 34.2 s. 20. m. 34.2 s. 21. m. 34.2 s. 22. m. 34.2 s. 23. m. 34.2 s. 24. m. 34.2 s. 25. m. 34.2 s. 26. m. 34.2 s. 27. m. 34.2 s. 28. m. 34.2 s. 29. m. 34.2 s. 30. m. 34.2 s. 31. m. 34.2 s. 32. m. 34.2 s. 33. m. 34.2 s. 34. m. 34.2 s. 35. m. 34.2 s. 36. m. 34.2 s. 37. m. 34.2 s. 38. m. 34.2 s. 39. m. 34.2 s. 40. m. 34.2 s. 41. m. 34.2 s. 42. m. 34.2 s. 43. m. 34.2 s. 44. m. 34.2 s. 45. m. 34.2 s. 46. m. 34.2 s. 47. m. 34.2 s. 48. m. 34.2 s. 49. m. 34.2 s. 50. m. 34.2 s. 51. m. 34.2 s. 52. m. 34.2 s. 53. m. 34.2 s. 54. m. 34.2 s. 55. m. 34.2 s. 56. m. 34.2 s. 57. m. 34.2 s. 58. m. 34.2 s. 59. m. 34.2 s. 60. m. 34.2 s. 61. m. 34.2 s. 62. m. 34.2 s. 63. m. 34.2 s. 64. m. 34.2 s. 65. m. 34.2 s. 66. m. 34.2 s. 67. m. 34.2 s. 68. m. 34.2 s. 69. m. 34.2 s. 70. m. 34.2 s. 71. m. 34.2 s. 72. m. 34.2 s. 73. m. 34.2 s. 74. m. 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Sat. AUG. 11th.

Lombard North Central FORMULA 3 Championship Meeting

Castrol Saloon Car Championship
qualifying round

S.T.P FORMULA FORD CHAMPIONSHIPS
qualifying round

PLUS 4 OTHER GREAT EVENTS

FREE CAR PARK LICENSES - HANS FULL AFTER NOON	START 2 p.m. PRACTICE FROM 8 A.M.	ADMISSION 90p ADULTS 30p CHILD FOR ALL DAY
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The promoters accept no liability without notice for any alteration to the race programme

ROAD TEST REVIEW MAZDA RX3

Car tested: Mazda RX3 Coupe two-door four seater. Price £1 632.59 (including car tax and V.A.T.)

Engine: Two-petrol Wankel engine 491 cc x 2 (equivalent capacity 1964 cc) compression ratio 9.4 to 1 110 bhp (gross) at 7000 rpm Stromberg four-barrel carburettor

Transmission: Single dry plate clutch four-speed synchromesh gearbox with central change ratios 1.0, 1.435, 2.202 and 3.737 to 1 open propeller shaft to hypoid rear axle ratio 3.7 to 1

Chassis: Combined steel body and chassis MacPherson front suspension with anti-dive bar recirculating ball steering gear live rear axle on semi-elliptic springs Servo-assisted disc front and drum rear brakes bolt-on disc wheels fitted 155 SR 13 tyres

Equipment: 12 volt lighting and starting speedometer rev counter ammeter fuel and temperature gauges clock heating demisting and ventilation system with heated rear window two speed windscreen wipers and washers flashing direction indicators with hazard warning cigar lighter radio extra

Dimensions: Wheelbase 7 ft 3 in track 4 ft 3 in overall length 13 ft 4 in width 5 ft 3 in weight 1950 lb

Performance: Maximum speed 107 mph Speeds in gears—third 65 mph second 54 mph first 32 mph Standing quarter mile 18.5 s Acceleration—0-30 mph 4.0 s 0-50 mph 7.6 s 0-60 mph 11.6 s 0-80 mph 21.8 s

Fuel consumption: 16 to 21 mpg

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Immensely high cornering speeds, besides being extremely dangerous, add nothing to the spectacle "

The Puncture Problem in Formula 1

JOHN BOLSTER examines Grand Prix racing's serious predicament

In nearly all the Grand Prix races this year, at least one of the potential placemen has had his chances ruined by a deflating tyre. Indeed, the final result of the World Championship will certainly be affected by this hazard, making the whole thing something of a lottery.

People involved in the tyre business have been suggesting that a tyre failure is no worse than an engine failure. This is simply not true, because any tyre that goes down in a race may involve danger to life and limb; for this reason alone such failures are just not acceptable. In the past, races have been ruined by too many engine or transmission breakages, but reliability in both these departments has been improving all the time and the tyre is now the villain of the piece.

Before writing this article, I decided to learn as much as I could about the design and construction of modern racing tyres. I approached Dick Jeffrey of Dunlops because this firm have more Formula 1 experience than any other, though they are not racing in this category at present because, unlike any other company, their competition activities have to break even. However, they are currently very successful in other classes and are ready to step straight in if the boardroom decision is reversed.

Not being directly involved at this moment, there is no secrecy at Dunlops. Indeed, Dick arranged for me to have a long discussion, with no holds barred, with Alec Meshell and Brian Bennett, development manager and chief designer respectively of the Race/Rally Department. They brought along sections of racing tyres, both of their own and of rival manufacture, to illustrate the various points.

From them, I learnt an enormous amount about modern racing tyre technique and though my resulting deductions may still be open to argument, they are not prompted by pure ignorance. I also discussed the subject with Tony Rolt, who has unrivalled experience and is dedicated to making racing

safer. Though I could not have written this piece without the assistance of these gentlemen, the conclusions drawn and opinions expressed are entirely my own.

Before examining the puncture problem itself, it is necessary to admit that many deflations occur for other reasons. The causes of individual tyre troubles are often difficult to pinpoint afterwards, because the carcass is often so badly damaged that the original leak cannot be traced. Owing to the shape of modern racing tyres, it would not be practicable to extrude tubes of a suitable section; in any case, safety bolts preclude the use of inner tubes.

Racing tyres are therefore, willy-nilly, tubeless these days, quite apart from any weight or heat dissipation problems. The tubeless tyre need be no less reliable than the older type with a separate air chamber, but it postulates a more carefully prepared wheel. It cannot be used at all with the traditional wire-spoked wheels and light-alloy wheels are generally porous in their natural condition—they must be carefully and thoroughly impregnated to avoid a mysterious loss of pressure.

Perhaps the most likely cause of deflation is the safety bolt. These must be fitted with extreme care and the original installation is almost a tool-room job. One has seen suspected safety bolts treated with a dab of Araldite in the pits; Araldite is wonderful stuff but that is expecting a bit too much of it. The other cause of leakage is the valve and even a proper metal racing-type Schrader may be badly installed or damaged during a race.

It is probable that more reliable tyres could be made if some team managers and drivers were not obsessed with the fetish of light weight. In fact, unsprung weight is of less importance than it was believed to be until recently—if this were not so, the cars with outboard brakes would be totally uncompetitive. Yet tyres are still chosen on weight alone. Of course, tyre performance

varies enormously but weight is not the governing factor.

Some of the current racing tyres have adequate treads but virtually no protection at their shoulders, which is a most vulnerable area. Dunlop have always designed an external rubber buffer into their tyres at this point, but it seems largely to have disappeared from the latest lightweight slicks. A flexible casing is desirable for ultimate handling qualities in the dry, but thicker shoulders need not prejudice this attribute unduly, for it is only the upper sidewall that needs protection.

One respect in which the Dunlop racing tyre differs from current Formula 1 wear is in having a rubber liner—about 1 mm thick I would guess—inside the inner ply. This is a tremendous advantage because, although a sharp object which has penetrated the tread may be stopped by the casing, the fabric may then be sufficiently porous to allow a slow escape of air. A rubber liner, defended by the ply from puncturing, can continue to hold the pressure against any number of such external cuts.

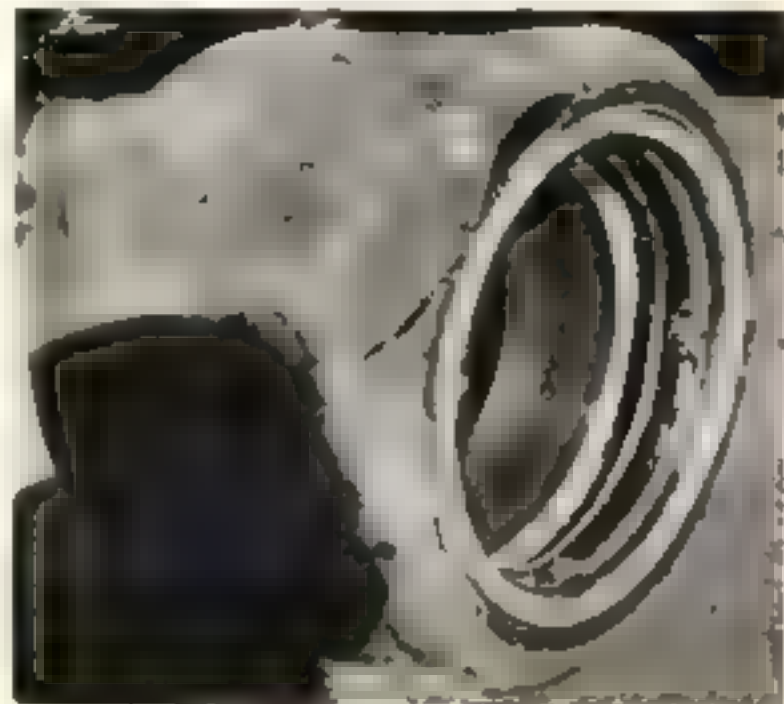
If such liners were mandatory, the performance penalty would be small. To insist on extra plies in the casing, however, would be highly undesirable, as twitchy handling would be the inevitable result and technical development would be greatly hampered. If the tyre companies could agree to mould such liners into all their tyres and to incorporate protection of a minimum thickness for the upper sidewalls, it might not be necessary to make yet more regulations which would give the poor scrutineers an almost impossible task. Obviously, there may be changes in the latest Formula 1 tyres which are not visible on casual inspection, but it is unlikely that they affect the above remarks.

A point which the experts make is that the modern racing tyre, running at 15 to 18 psi, is far less vulnerable to punctures than the classic tyre at 40 or 50 psi. It may be demonstrated that the low pressure tyre "gives" to the sharp object instead of resisting and being penetrated. This is in line with the ancient Michelin advertising, in which the balloon tyre was said to "drink" the obstacle. It can be proved that the wider the tyre tread and the lower its air pressure, the safer it is from puncturing.

Yet, racing results show that this is simply not the case, so where do we go from here? We are using the widest tyres and the lowest pressures of all time, yet punctures are more prevalent. The answer must be that the soft, gripping rubber compounds yield more easily to attack by pointed objects. It was the hard rubber in the old treads that gave them virtual immunity from punctures, in spite of narrow width and high pressure.

Of course, there are numerous rubber mixes available to the tyre manufacturer and some of them are much softer than others. In general, however, these sticky mixes have an oily quality about them which actually lubricates the sharp object and assists its penetration. The susceptibility to punctures of

This wheel on Oliver's Shadow was cut in half in practice for the French GP after a front suspension bolt came loose





A Goodyear technician checks the temperatures on a works F1 Brabham



Make a tyre to your own pattern, Goodyear style

the modern racing tyre is therefore nothing to do with its great width and almost entirely due to the rubber compound of which its tread is made.

It would be difficult indeed to legislate against the employment of sticky rubber mixes. The entrants and the drivers would be up in arms and it is most unlikely that the tyre manufacturers could come to a gentleman's agreement. Yet, there is no way of ensuring that the circuits are kept clear of small stones, however carefully they are swept, especially after cars have made off-course excursions. This is a highly technical problem and it is in the province of the chemists rather than the engineers.

It would appear that the CSI are about to launch some new regulations about tyres and they have already approached the tyre manufacturers. Their interest, however, is not in puncture prevention but in restricting tyre widths to reduce cornering speeds. The tyres used in Formula 1 have settled down to their present width for some time and experimental tyres of greater width have proved to be slower in lap speeds.

Very wide tyres dissipate a lot of horsepower when cornering, because one side of the tread has to travel farther than the other and considerable scrubbing is inevitable. If appreciably greater width were required, it would be necessary to have two wheels side by side with a differential between them. You might as well fit four-wheel drive and be done with it!

The CSI should have restricted tyre width long ago, but now it is almost too late. Yet these immensely high cornering speeds, besides being extremely dangerous, add nothing to the spectacle. At Silverstone, Woodcote is merely a blur and there is none of the drama of Hawthorn, Moss and Fangio fighting shoulder to shoulder. Nevertheless, the danger of the extreme tangential impact velocities is so real that ex-Grand Prix drivers, like Tony Rolt, will not allow their families to use the grandstand on the outside of the curve. It's only a matter of time, they think, before one car is launched over the top of another and flies into the laps of the



Firestone technicians put the safety pegs into the rim

spectators.

The answer, I am afraid, is to have sharper, slower corners; the almost-flat corner is a killer with present-day Formula 1 cars. Nobody wants to drive at Spa because the corners are too fast, yet the other circuits are going the same way owing to this childish obsession with lap speeds. The ultra-fast corner is either boring or tragic and there's nothing in between.

However, let us return to the subject of punctures. It does seem that slightly heavier tyres, with a little more rubber in strategic places, could be a whole lot less vulnerable without appreciably affecting performance. In any case, let's forget the wretched lap speeds

and reach agreement on this point at least. The question of certain rubber mixes, which almost encourage penetration, is a more difficult one, but it is surely not beyond ~~reach~~.

The new rules about deformable structures and fuel tanks definitely saved lives in the grand prix crash at Silverstone. If the cars can be so improved by sensible legislation, surely something can be done about the tyres. The tyre war has reached an absurd stage, when safety is virtually forgotten, to knock a tenth of a second off the lap record. It's time the puncture problem was solved, before the World Championship becomes a ~~war~~.

Ballot-Lena masters wet

By ROBERT FARNALL

Continuous pouring rain rained last Sunday's Alcoa International Thruxton meeting. The awful conditions turned the 40-lap European GT Championship round into a very tedious affair, convincingly won by Claude Ballot-Lena who consolidated his lead in the championship with his French-prepared Porsche Carrera RS, the only Firestone-shod car among the other Dunlop runners. Claude Haldi's Swiss-owned Carrera held an early lead before Ballot-Lena asserted his supremacy in the conditions and Haldi was left way behind, but still in second. All but one of the 15 starters were Porsche Carreras.

Another convincing French display was achieved in the Formula 3 final with Michel Leclerc mastering the conditions with a magnificent start and fast performance with the works Alpine which left his rivals over 20 s behind, to win the fastest race of the day. The heats were won by Mike Wilds and Russell Wood, with Wilds and Tony Brise being eliminated on the first lap of the final. A thrilling JCB Historic race produced the most hard fought battle for the lead with Nick Faure's Lister Jaguar narrowly beating Neil Corner's Aston Martin DBR4 after tremendous drives by both, while Brian Cutting's Escort Martin won a special saloon car race in which the little Datsuns did great things.

Alcoa's enthusiastic and well-presented sponsorship was poorly rewarded by the weather, but there were quite a few spectators present and the meeting was well-conducted by the BARC.

Britain's only round in the European Touring Car Championship was once again Porsche dominated, with only three non-Porsche entries appearing for the two one-hour practice sessions on Saturday. Regrettably, that tally was reduced to one non-Porsche after practice. The only one of four entered de Tomaso Panteras to appear, the Jolly Club entry of "Gero" broke its engine early in the second practice session, but it was over 8 s slower than the quickest Porsche so was hardly going to repeat Mike Parkes' breaking of the German stronghold with his Pantera at Imola. The other withdrawal after practice was the slowest car in practice, the Lancia Fulvia driven by Bruno Buccaro, with a broken gear box. Therefore the only non-Porsche left for the 40-lap race was Peter Brown's JCB Ferrari Daytona—the same car that ran at Le Mans—which had been acquired by Philip Dowell in the previous week and therefore was not to be driven hard. Brown's best time was 1 m 31.6 s.

This left 14 Porsches to fight for best practice time, and the fastest one earned a case of Cordon Rouge champagne, this being another in the series of champagne awards made by Cock Russell & Spedding, the British importers of G. H. Mumm champagne. Recipient of the attractive award was French sports saloon car expert Claude Ballot-Lena, whose René Buchet-prepared Carrera recorded 1 m 25.0 s—not very impressive when one considers that it was around 2 s slower than the clubmen's sports record. Ballot-Lena, leader of the championship with 77 points, had achieved two wins, a second, third and fourth in the five rounds up to Thruxton. Ballot-Lena's main rival in the series on 85 points, German Clemens Schickentanz was 0.4 s slower despite a spin with the Erwin Kremer-prepared 3-litre Porsche Carrera, sponsored by Oldenkott Pipes & Tobacco. Schickentanz had won one round prior to Thruxton, as had his Kremer team-mate Swiss Paul Keller, who recorded 1 m 26.0 s to complete the front row; Keller had fuel pump trouble in practice. The other Kremer Porsche team driver before packing up earlier in the season, John Fitzpatrick, turned up to watch the race—what a pity he wasn't driving in it. Third in the championship, Swiss driver Claude Haldi achieved 1 m 26.4 s with the Porsche Club Romand Carrera, with the last of the very quick Carreras, driven by Swede Bengt Ekberg, completing the second row on 1 m 26.8 s; Ekberg currently leads the Swedish championship.

Italian Ennio Bonomelli headed the third row with his self-prepared Carrera which used a radio link with the pits and recorded 1 m 28.0 s, 0.6 s quicker than three 2.8 Carreras which achieved the same time, those of InterSerie Porsche driver Georg Loos, the only British Porsche driver Martin Birrane (whose best placing in the series so far has been seventh) and Swede Kurt Simonsen. Birrane indulged in a hair-raising spin at Church in the morning session, while the other practice claimed Simonsen whose Team

Kubero Carrera stopped with engine trouble between Woodham and Club. Of the other Porsches, the Carrera of Swiss Bernard Cheneviers only did three laps in the second session when he went off at Campbell with a flat rear tyre and the only car in the up to 2 litre class, the Jagommeister 911T of German Horst Klauke, suffered a puncture in that session.

RACE

Rain was still pouring after three races, when the 15 GT cars appeared for Alcoa's big race, all of them on wet-weather Dunlops except for the pole position Carrera of Ballot-Lena who used Firestones. While the Carreras of Ekberg and Birrane made slow starts, Haldi made a good one from the second row and arrived at Campbell in first place from Schickentanz, Ballot-Lena, Bonomelli and Keller. The versatile French driver Ballot-Lena scraped by Schickentanz entering Church Corner on the first lap, finishing the lap on the tail of Haldi, who appeared out of the Chicane completely sideways. Ballot-Lena continued to press Haldi extremely hard for the lead, causing the Swiss driver to have some hair-raising moments at the complex, but after sitting in Haldi's spray for five laps, Ballot-Lena went by into Kimpton and immediately pulled away, with these two having already pulled out a large margin on Schickentanz, and Bonomelli held off Keller for fourth position. Swede Ekberg soon displaced team-mate Simonsen for sixth place, with the Carreras of Eugen Kiemela, Charles Geeraerts, William Vollery and Bernard Cheneviers lapping in close company in eighth to 11th places. After Pete Brown's Daytona was demoted to 13th by Birrane, the latter spun on braking for Campbell and Brown further consolidated this place when Birrane made a rapid pit-stop to check for a puncture.

Regardless of the rain, Ballot-Lena was lapping in fine style, soon pulling out nearly 20 s over Haldi, whose second place seemed at one stage was being caught by Schickentanz. Keller continued to harry Bonomelli until the Italian's Carrera slid into the ditch on braking for the Chicane on the 11th lap and Keller then proceeded to haul in his Kremer team-mate Schickentanz. Sixth man, Ekberg, had quite a fraught race, driving behind the Chicane and marshal's post on the sixth lap, having a fraught moment there on the next lap and then spitting in the ditch at Allard on the eighth tour, when he retired. Simonsen inherited his team-mate's place, while Cheneviers got the better of the next group and pulled away from Swiss team-mate Vollery, whose silenced road going Carrera succeeded in pulling away also, from Kiemela and Geeraerts, who remained in close company some distance ahead of Birrane. Loos' Gelo car had an inauspicious race by pitting on the third lap with a drowned engine.

There was never any doubt about the first two places; Ballot-Lena and Haldi lapped almost 20 s apart for the rest of the 40 laps and despite a couple of sideways antics, both seemed never to put a foot wrong in the foul



Ballot-Lena on his way to victory



Schickentanz leads Keller during their dice for third.

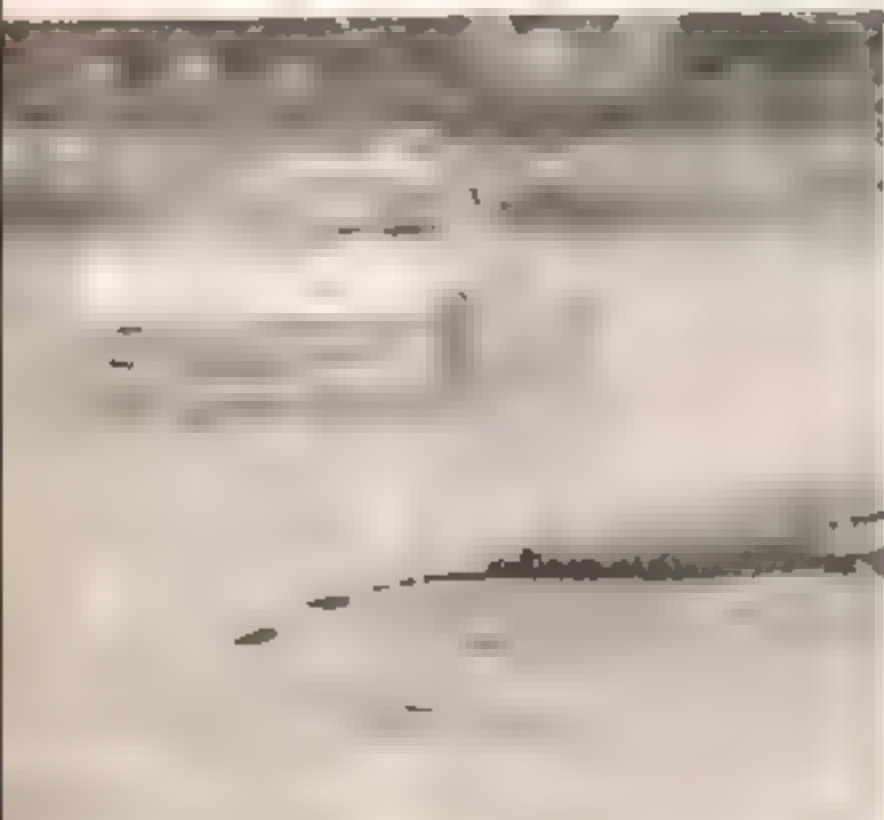
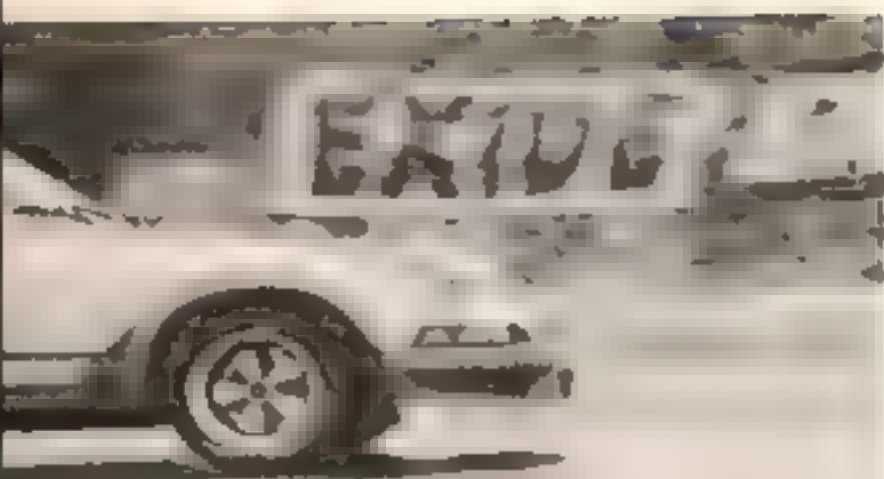
conditions. "It was very difficult to overtake because of so much water," said Ballot-Lena afterwards. "When I was first it wasn't too difficult, but when I lapped back markers it was difficult."

Keller closed on Schickentanz's third place until he spun at the complex on the 15th lap, but he soon caught up again and Keller proceeded to harry his team-mate quite hard until the 36th lap when Schickentanz repeated Keller's trick in spinning at Cobb and continued in fourth. Keller then spun at Allard two laps later, which gave Schickentanz back his third place, some 4 s ahead of Keller at the finish. These four cars lapped the rest of the field twice over.

Swede Simonsen held a lonely fourth place for most of the race but when he spun at Allard on the 38th lap, his nearest pursuers Cheneviers and Vollery (Vollery having closed on Cheneviers in the later stages) caught the Swedish Porsche and for the last three laps the three cars circulated in very close company but without any changes in places and only 2 s separated them all at the finish. Working back from his pit stop, Birrane drove very hard in the second half of the race, getting by the battling Kiemela and Geeraerts by the 34th lap and then close on Vollery. However, when right on his tail on starting the 35th

Willis Echerslyke opposite-loops his D-type out of the





lap, Birrane spun entering Allard and crunched the front of his Carrera against the bank, eliminating him from the race and elevating Klemets and Geerserts into their close eighth and ninth positions. Brown was the last finisher in 10th, since the 2-litre Porsche 911T of Klauke—who was running last—crashed heavily into the bank at Segrave on his 35th lap and Klauke was taken to hospital with a fractured left leg.

The Ales European Grand Turismo race, European Grand Touring Car Championship round 40 laps, 94.24 miles

1	Claude Baril-Leno	2.8	Porsche Carrera RS	1:47.1	1:47.1
2	Claude Baril-Leno	3.0	Porsche Carrera RS	1:47.2	1:47.2
3	Claude Baril-Leno	3.2	Porsche Carrera RS	1:47.3	1:47.3
4	Paul H. H.	3.4	Porsche Carrera RS	1:47.4	1:47.4
5	Kurt J. J.	3.6	Porsche Carrera RS	1:47.5	1:47.5
6	Bernard H. H.	3.8	Porsche Carrera RS	1:47.6	1:47.6
7	W. W. W.	4.0	Porsche Carrera RS	1:47.7	1:47.7
8	Eugen K. K.	4.2	Porsche Carrera RS	1:47.8	1:47.8
9	Charles H. H.	4.4	Porsche Carrera RS	1:47.9	1:47.9
10	Paul B. B.	4.6	Porsche Carrera RS	1:48.0	1:48.0

Fastest lap: Baril-Leno 1:47.1
Class winners: Baril-Leno and Brown

SUPPORTING RACES

Being a round in the French Championship as well as the British Forward Trust series, the Formula 3 race attracted a good field of European drivers in addition to the customary British contingent. Practice times are given in detail below, but following their defeat at



Brands Hatch, the works Alpine Renault team were back on top form at Thruxton with Michel Leclerc (1 m 19.0 s) and Alain Serpaggi (1 m 18.6 s) taking pole position for their separate heats, the Alpine A364Bs reverting to narrower track. Tony Brise was the fastest British driver with his Dempster March, his time of 1 m 19.2 s being the same as the fastest Martini driver, Frenchman Jean Ragnotti. The BP Martini drivers Jacques Lafitte and Jean-Pierre Paoli—Lafitte being France's top F3 driver at the moment—were disappointing with their times in practice, Paoli's second practice being cut short when the gear lever broke. It seemed as though the rather outdated shape of the Martini was not well-suited to the fast slipstreaming tendencies of Thruxton. Following his own car crash at Brands Hatch, Brian Henton borrowed Pedro Passadouro's DART GRD, and proceeded to have umpteenth spins in practice with it, while three cars withdrew after practice; the Marches of Buzz Suzaglio and Italian Carlo Giorgio blew their Novamotor engines and Mike Tyrrell's MRE suffered from a faulty fuel system.

Formula 3 Heat 1: Michel Leclerc (Alpine Renault A364B) 1 m 19.0 s, Alain Serpaggi (Alpine Renault A364B) 1 m 18.6 s, Christian Ethuin (March 733) 1 m 19.4 s, Jean Ragnotti (March 733) 1 m 19.4 s, Jacques Lafitte (Alpine Renault A364B) 1 m 20.1 s, Jean-Pierre Paoli (Alpine Renault A364B) 1 m 20.1 s, Tony Brise (Dempster March 733) 1 m 19.2 s, Brian Henton (DART GRD) 1 m 20.1 s, Pedro Passadouro (DART GRD) 1 m 20.1 s, Buzz Suzaglio (March 733) 1 m 20.1 s, Carlo Giorgio (March 733) 1 m 20.1 s, Mike Tyrrell (MRE) 1 m 20.1 s.

Formula 3 Heat 2: Alain Serpaggi (Alpine Renault A364B) 1 m 18.6 s, Michel Leclerc (Alpine Renault A364B) 1 m 19.0 s, Jean Ragnotti (March 733) 1 m 19.4 s, Christian Ethuin (March 733) 1 m 19.4 s, Jacques Lafitte (Alpine Renault A364B) 1 m 20.1 s, Jean-Pierre Paoli (Alpine Renault A364B) 1 m 20.1 s, Tony Brise (Dempster March 733) 1 m 19.2 s, Brian Henton (DART GRD) 1 m 20.1 s, Pedro Passadouro (DART GRD) 1 m 20.1 s, Buzz Suzaglio (March 733) 1 m 20.1 s, Carlo Giorgio (March 733) 1 m 20.1 s, Mike Tyrrell (MRE) 1 m 20.1 s.

Morning rain persisted for the first 15-lap Formula 3 heat, and from pole position, Leclerc's Alpine made a leisurely start enabling Ethuin and Wilds to rush off to the complex in the leading two places. Ethuin narrowly held on to his lead from Wilds and Leclerc with Kuwashima spinning out of the Chicane when in fourth place and dropping to 11th. After closing on to the tail of Wilds, Leclerc followed Kuwashima's manoeuvre on the next lap, but he didn't lose any positions and set off after Wilds again, and within a lap the three leaders were back together again. However positions, although, very close, didn't change until the last lap when Ethuin went wide out of Segrave and that gave Wilds his chance to take over the lead and although Ethuin tried to keep Wilds at bay by weaving through Brooklands, Wilds outfoxed the Frenchman into the Chicane and took over the lead for the finish. Leclerc sat 1 s behind this dicing pair, well ahead of the rest.

After challenging Jean-Pierre Paoli's BP Martini very hard for the first 13 laps in a very fraught hairy battle (particularly when lapping tail-enders), Brazilian Leonel Friedrich inserted his Pete Bloore-run March 733 into a secure fourth place on the penultimate lap with the help of back-markers, while Ian Taylor struggled hard with a sick, drowned engine in his March 733 to hold a lonely sixth place throughout the race. Johnny Gerber drove a sensible, steady race in seventh with his (ppokampos Brabham BT41), pulling well away from Bernard Beguin's Shell Martini in the latter stages although Kuwashima recovered from his early indiscretion to demote Beguin to ninth and close to within 2 s of the Mexican at the finish. American John Player F3 winner Tony Rouff tried to keep out Kuwashima with his GRD before indulging in a couple of quick spins which dropped him to 10th with John Macdonald's GRD right on his tail. Completing the dozen was Italian Giorgio Francia whose gaily-painted Brabham BT41 was left on its own when Philippe Albers

spun his Martini at Cobb.

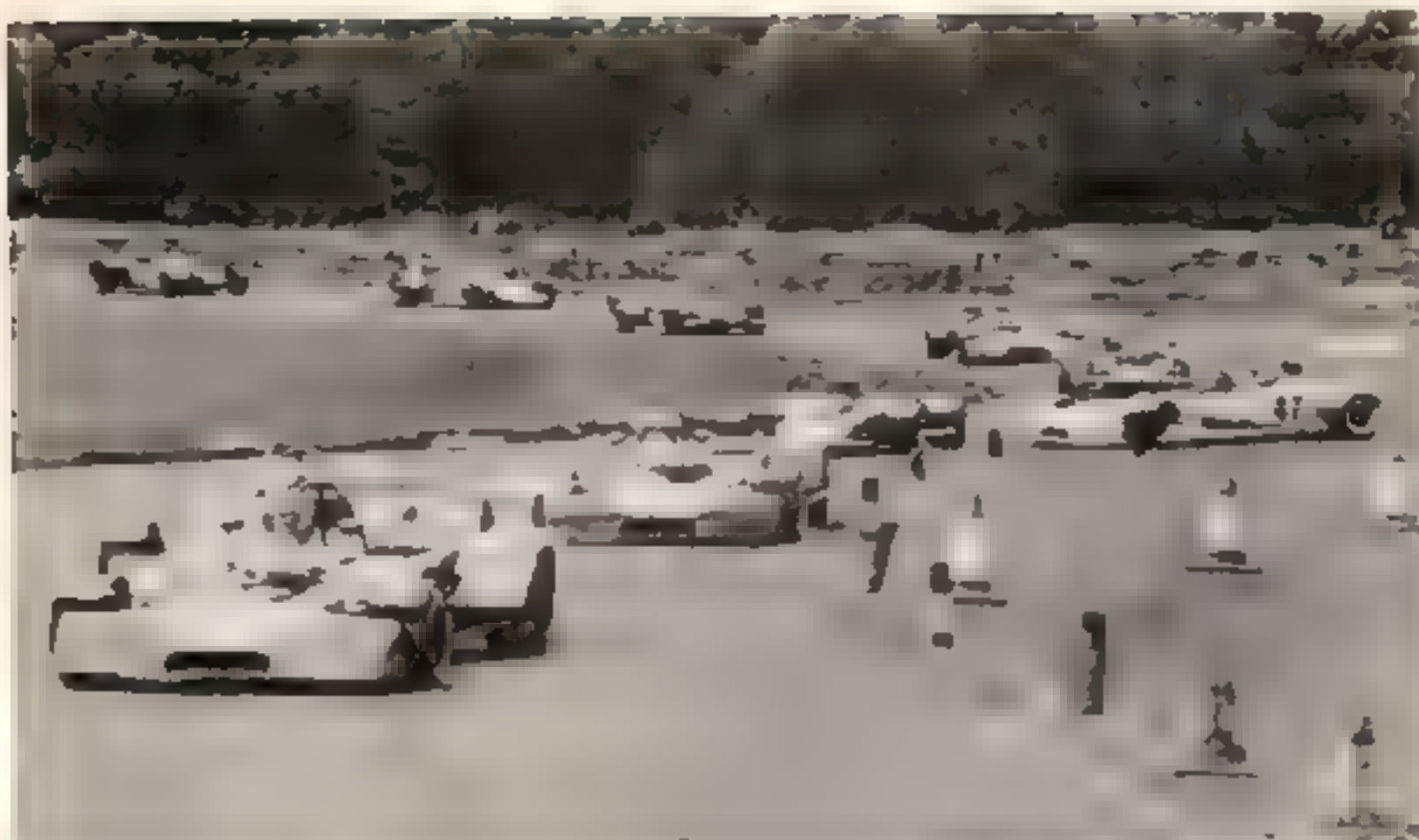
The rain was much worse when the 16 cars appeared for the second heat, but that didn't stop Tony Brise opening up a large lead with his March 733 on the first lap from Russell Wood's March and Alain Serpaggi's Alpine, which lost the close attentions of Jean Ragnotti's Martini on the second lap when the rallyman spun at Cobb. However, Brise's engine suffered from the wet and sounded dreadful on the second lap, so that when he spun at Cobb on the fourth lap the engine stalled and took some time to restart. With Serpaggi spinning his Alpine at Cobb on the third lap, Wood was able to pull out quite a secure lead and with the conditions getting much worse, the race was stopped after seven laps—"it was so bad, you could hardly drive in a straight line," said Wood afterwards.

Pierre Francois Rousselot's Elf March 733 profited by Serpaggi's spin to be left with a comfortable second place, while a determined Brise made up for his sick engine with some very spirited driving which saw him slither sideways past Serpaggi and Ragnotti into the Chicane on the sixth lap only to spin at Cobb on the seventh; this dropped him back to fifth which is where he finished with the engine about to submit to excessive water. Serpaggi lost his third place to Ragnotti on the last lap by spinning at Allard, but he still finished ahead of Brise, while sixth place featured a close battle between the March 733 of Mo Harness and the GRDs of Brian Henton and Richard Roberts which Harness won but immediately went home without bothering about the final, from Roberts as Henton spun at the Chicane on the last lap and dropped to 10th. Jacques Lafitte seemed far from happy in the awful conditions and had difficulty in beating Nicholas von Preussen's March for eighth place, while Larry Perkins was another in trouble with the weather and finished a lowly 11th with the works-backed Brabham BT41.

Even though it was two hours after the last heat, it was still raining for the Formula 3 final, which was therefore reduced from 20 to 10 laps, with the two English March drivers Mike Wilds and Russell Wood sharing the front row with Christian Ethuin. However, it was Ethuin's Martini which made the best start to lead into Campbell, where he was challenged by Serpaggi who tried to overtake and touched wheels with the Martini and subsequently lost ground, leaving team-mate Leclerc to deal with the young Martini driver. This Leclerc did all the way through Church with the two cars absolutely level until they approached the Chicane where Leclerc left his braking much later and slithered through superbly to pull well out of Ethuin's reach with Serpaggi holding third from Wood and Friedrich. Much of the British effort was eliminated on the first lap entering the Chicane when Wilds' gearbox seized and Brise hit him up the back, eliminating both cars, as well as John Macdonald's GRD which spun trying to avoid, as did Richard Roberts' GRD but Roberts continued after a pit-stop.

Leclerc was in a race of his own. Throwing the Alpine through the corners in an unbelievable quick and tidy fashion for the conditions, the Frenchman romped away from the others to establish the fastest lap of the day in 1 m 30.0 s and give Leclerc his first win of the season. "I know for this meeting the car is very good," said Leclerc, "and I know if I get a good start, I could win." So right he was, and it was a real joy to watch.

Ethuin's second place was challenged for the entire distance by Serpaggi's Alpine, but Ethuin always held the upper hand and Serpaggi nearly spun when attempting to pass the Martini on the last lap at the Chicane. Russell Wood's March was somewhat behind in fourth place, Wood having the close attentions of Leonel Friedrich for most of the race but positions never changed. Paoli's Martini was unable to keep pace with these two Marches in sixth place, but had plenty in hand over the next group which saw Rousselot have his hands full in trying to keep Ian Taylor and Masami Kuwashima at bay Rousselot always managed to keep in command of this March trio, but Kuwashima slipped by Taylor into the Chicane for the last lap to take eighth.



Richard Mallock leads Vernon Davies (partially hidden), Frank Sytner and Rob Cochran, while Sid Marler (47) spins away his fifth place

MALLORY PARK

Incidents galore

Nine races in both wet and dry conditions on Mallory Park's 1 mile short circuit entertained a medium-sized crowd at the Leicestershire circuit last Sunday. Proceedings were held up by an accident when Ian Deavin charged the pits barrier, making his Escort immovable and necessitating the Armco to be pulled back into position by breakdown truck. As the support had been broken, Clubman's and Formula Ford drivers were given the option as to whether they wished to go ahead with their races, they did so with straw bales stopping the gap between the unsupported barriers. The expensive Britax round was held up also by on grid scrutineering, the result of which was never quite plain, but the BARC East Midlands Centre sensibly had reduced the length of races to 10 laps after the Deavin incident, so the meeting ran close to time despite the delay.

First away were the small Clubman's Formula cars having a race to themselves. The race was enlivened by about 20 minutes of rain before the race but as this stopped virtually as the warming up lap took place, the tyre choice was obviously going to be crucial. At the off it was Derek Walker in the Mk 10 version of Ladybird with Holbay power, from Peter Cooke (Mallock-Holbay Mk 8/11) and Peter Froude (Gryphon-Lucas C72), on slicks, wets and intermediates respectively. However, Martin Young got himself into the bunch and soon went ahead of the field in his U2-Lucas Mk 11 followed by Walker, Cooke and Froude. Despite losing his exhaust system at the Chicane round about lap six, Walker, who dropped to about 5 s, began to haul in Young on the drying track, and by lap 12 had caught and passed him. Froude demoted Cooke, whose wets were definitely not right, towards the end, while streaking up from a 10 s penalty for practising out of session was Creighton Brown (Mallock Mk 11) who took both Cook and Dino Naidu (Mallock-Holbay Mk 11) on the penultimate lap to take third and better his class lap record behind Froude.

Sports and GT racing took a definite turn for the better with the addition of Ian Grob (2.0 Chevron-Smith B23) and Tony Charnell (1.8 Chevron-Gropa) to the normal Jeremy Lord show. Tony Charnell's smart Dinkrol sponsored car led off the line but by Ger-

rards it was Grob in the lead which he held to the end. It wasn't that easy, for Charnell hounded him throughout while Jeremy Lord was also well in the bunch until backmarkers separated him, and he was also in trouble with his Firestones. John Markey too had been close up, but he spun at the entrance to the Esses and hit the bank backwards, being taken to hospital with mild concussion. Fourth, and lapped, was John Jordan's big McLaren Richardson/Chevrolet M6B, well ahead of the big dice led throughout by Frank Aston's Astra, from small class winner, Lynden Thorne (Aldon).

The fastest twelve big Clubmans came forward for their ShellSport points with Vernon Davies (Stuff U2), leading to Gerrards, but out first was Richard Mallock, with brother Ray and the Major in attendance, the scrapping bunch of Davies, Frank Sytner (Mallock-Holbay Mk 11B) and Rob Cochran's Bladon-Holbay BRL5, with Mike Sales' Haggispeed-Holbay Mk 2 bringing up the rear a fraction farther back. One might be forgiven for imagining the sight of these four cars in procession boring but it was far from that and what we were waiting for came on lap 13 when Vernon Davies made his move. It didn't work. He shot along the grass on the inside of the Esses with the nose breaking up and damaging a corner and the chassis, but remaining unhurt himself. So Mallock was left with his hands full of Sytner and Cochran, both of whom he kept fractionally at bay 'til the end, with Sales fourth in the Haggispeed. Gryphon participation was left to Stuart Glass and designer Andy Diamond, after Sid Marler had tried a demon effort to take fourth on the first lap into the Castrol chicane which failed. Glass and Diamond circulated in seventh and eighth, while a lap behind was Marler in ninth and last.

The £1,050 to £1,500 Britax production saloons came out next and as usual, Bernard Unett seemed to have things well sown up in the Hillman Hunter GLS. However, Mr Deavin did his thing in front of the pits without injury and the race stopped, so he restarted 30 minutes later and Unett to disappear as before. Equally, Derrick Brunt held onto his second in the Firenze, but not without the attentions of the dicing Mexicans of Allen

Wilkinson and Derek Willeman, the latter bringing back the name of Cuff Miller to the tracks. Wilkinson ultimately took the place, 0.2 s behind the Firenze.

With the barrier damaged by the shunt, it was decided to run off the Britax rounds at least, even if the other drivers still to race decided against it, so there were these two Camaros sitting on the grid for the big boys race. Proceedings were once again delayed while an eligibility scrutineer ran them both over his piece of wood, an unnecessary action on the grid which should be kept for the scrutineering bay after the action. Richard Lloyd, who passed the test in his A. J. Rivers Britax example streaked off into the lead followed by Bob Ridgard in Les Leston's car, which didn't. Roger Bell, who'd had tyre problems with rubber lifting off the demon Michelin on the normal Donald MacLeod, Aramis-sponsored BMW 3.0 Si, took up the chase followed by Tony Lanfranchi but only just caught the flying Ridgard towards the end, being a second away. Gordon Spice too had been up with the BMWs, but, having had tyre problems in practice, he dropped back behind Handley's fifth placed Alfa Romeo GTV. At the moment that Lloyd had a recurrence of his practice engine missing problem, it was announced that both he and Spice had incurred a 30 s penalty for a jumped start, but as the judges could not agree, results, surprisingly including that of Ridgard, stood. An interesting entry in the second Roger Clark Alfa was Vic Preston Jnr, the Kenyan rally star having his first saloon race in this country, and his first for some time.

Ivan Dutton had his hands full of Simon Kirby's Simca Rallye 1 in the £800 to £1,050 Britax round, but he just won his race by 0.2 s. The Uniam Escort Sport and Kirby's Simca were sometimes side by side and very exciting it was too. Into third came Alan Foster's 1.8 Marina having vanquished Peter Slade's Dairy Tops Escort Sport, while Tony Lanfranchi as usual had the bargain basement buttoned up from Eric Horsfield and Tony Graham-Enoch.

The non-qualifying Clubman's cars came out for a trophy race and Richie Heely (Gryphon-Holbay C73) seemed to be well away until he had a moment entering the Chicane, which he couldn't get right at all, and so he entered quite a scrap with Brian Husbanda (Mallock-Holbay Mk 12) and Pete Cook's Mallock-Holbay Mk 11, Husbanda winning from Heely with Cook third. These three had been tailed by Alan White's Mallock, but back markers put paid to his chances and he finished fourth ahead of the dicing McLean (Astap) and Russell (Mallock Mk 11).

Proceedings finished with a brace of non-championship FF races in the wet, which certainly both had their moments. Although Richard Willerton led to the first corner, Gerrards, it was John Bright's Scalextric Special, n°8 BPG, which was first over the line, but he was challenged throughout by Willerton's Phoenix-DMW, despite a punctured oil tank, clonked when Brian Holland spun his Ginetta out of third at Gerrards on lap six. Jeremy Rossiter (Dulon-KMB LD 9) and David Chester (Dulon-Scholar MP 15) towed themselves into the second placed battle, but alas, too late, fifth being Mick Starkey after a good drive.

The second FF race immediately lost Steve Jeffries (Merlyn-Scholar Mk 20A), for he just disappeared into the lead, never to be seen again. Second was Robin Maydew (Alexia-Kenny Mk 18B), who was slowly caught by Alan Clennell in his similar Davron-engined car, after an excellent drive through Chris Alford (Merlyn-Scholar Mk 17), Nick Foy (Brabham-Longman BT 18/21), Jon Finch (Rader-Rowland KG1), and Paul Knight (Merlyn-Rowland Mk 11A), each of whom had led the dicing bunch, but finished in the above order. A good finish to a varied day.

BOB CONSTANDUROS

Results on page 62



Chris Cramer continued his Val des Terres form by taking more than half a second off the record for the 440 yard hill at Great Auclum.

GREAT AUCLUM

Cramer the incredible— Good runner-up

For one driver not only to take over half a second off an existing record, beat all his rivals by nearly that margin and also seem visibly quicker than them in a tremendous feat at any RAC Hillclimb championship round. At the minuscule 440 yard Great Auclum it would have been thought impossible especially after a shower of rain but last Saturday Chris Cramer proved that it is within the realms of human achievement to do all the above and took his second championship round in as many weekends.

It is remarkable to think that this is the first year that the Shell Leaders Champion has used a single seater, his mount being the March 723 based Grönhalles Lager Special with two litre Hart BDA. It is even further to his credit that during practice the Stroud architect was using Richard Shardlow's Brabham BT38 at one stage as his ignition timing was inexplicably out and he felt the March might not be ready in time. Finding the power greater once this had been sorted he almost shot over the infamous banking on his first class run but recovered to get quicker and quicker. On his first championship run he held on to his starting gear too long and only lay fourth at this stage. However his second run looked so good that there were many raised eyebrows and murmurings of "a 171" before the commentator managed to stumble out that Cramer had gone up this hill exactly half a second faster than Roy Lane's new record with a 17.65 s! There were two more incredibly quick runs to come, one from David Good (Lyncar-DFV) who had happily regained all his old form to take second place, and the other by Mike MacDowel (Brabham BT36) but there was nothing anybody could do to steal Cramer's glory.

Somewhat overshadowed by all this excitement at this Hants and Berks MC meeting

were the class runs with first Alex Boyle taking an expected win in the saloon class with his Lassman entered Cooper S. Within a second of him came no less a car than a Morris Minor, the supercharged beast of T J King. With only the Morris Sports of Ash Cleave to challenge them the small mod sports class was a Spridget benefit with the MGs of Bean and Moore leading the class, almost a second slower than Robin Leather's record. The Hemingway family were going well in the larger class with their Turner Mk 3, Steve smashing Nick Green's record to take the class and Pat coming fourth behind Tony Brown's AC Cobra and Nigel Pow's Jaguar E.

With Alister Douglas-Osborn's U2 not present as it is being straightened and fitted with a BDA things looked different in the small sports racing car class. Richard Jones (U2 Mk 11B) decided to show that it's not only ADO who can make a Mallock do remarkable things and with twin carb power proceeded to turn in a couple of runs which wouldn't have disgraced a competitive single seater. His two consistent runs left the rest of the opposition well out of the picture. Phil Scragg (Chevron BMW B19) recorded an identical time to Jones in winning the larger class. A close battle for second place raged between John Cleland's Playgolf Chevron B8 and Brian Alexander's Ginetta G16 with the Scot just coming out on top.

With a large turn out of the 500 crowd Barry Brant (Cooper Mk 10), managed to beat those two usual winners Colin Myles and John Turner with their Mk 9s. In spite of spinning to a halt at the start of the banking Barry Oddy (Cooper Mk 8) still came fourth with his second run. That well known Scottish double act of Fyfe and Brown were out in the 1100 cc class with their Ginetta G17. David was actually fastest on the first runs but even-

tually Alex moved into first place with John Frampton also going quicker on his second run to take second place with his Terrapin and split the Scottish pair. Local Roger Willoughby burnt out the clutch on his Brabham BT15 which explains why he didn't feature this time.

It was Ken MacMaster's turn to put one over Tony Harrison's Brabham BT35 with his GRD 272 in the 1600 cc class, the pair of them being the only ones below 20s and with Harrison 11th fastest qualifier for the championship runs—a position he often seems to end up in. Former Lola driver Peter Stahl was some way behind with his March 713M ahead of Jon Darisley's aged yet rapidly conducted Lotus 22/31. In the large class it was David Good who set the ball rolling with the first time under Tony Griffiths' record. However, also on their first runs MacDowel and Sir Nicholas Williamson (Marlyn-DFV) went even quicker with MacDowel's 18.16 s setting a new class record. It was raining during the second runs but the trees were keeping the track dry. Times were generally the same but only MacDowel was below "Big G's" old record this time. Williamson was in trouble for the engine cut out with loss of fuel pressure which was eventually diagnosed to a broken metering unit.

The track was still dry when the championship contenders came to the line. The first runs produced a familiar picture with Roy Lane (McLaren M14D) leading the field in spite of a hastily taped wing where one of the supports was cracked which caused the wing to vibrate alarmingly. Lane who had set a new record just 1/100 s faster than MacDowel's time, has led the field on the first runs before this year only to fall right back and we all wondered whether his luck could hold this time. MacDowel was lying second after a neat run ahead of Good who now has the confidence to throw his Lyncar (which again had designer, Martin Slater, in attendance) about in the manner we expect of the 1981 champion. As mentioned Cramer was at this stage fourth, while Williamson still couldn't get any pressure and stopped on the hill.

On his second run Lane went perilously close to the lip of the banking and lost precious fractions of a second. Then Cramer came to the line and turned in his historic run to break the 18 s barrier for the first time. Then Good whose 18.03 s proved he was right back on form. The sight of him going through the dip was really something to behold. Unfortunately Williamson couldn't even make the line for his second run and this at his local hill for the baronet only lives a couple of miles away at Mortimer. Finally there was only MacDowel left to run and although he tried hard and performed well he could only take third spot, fractionally slower than Good.

Fifth to ninth positions remained the same on both runs led by last year's winner Tony Griffiths (Brabham BT33) who also got below his old record. Following him came a consistent, if off form Richard Thwaites (Eastern Carpet Stores McLaren M10B), an extremely rapid Peter Boshier-Jones in his out dated Brabham BT21C, Ken MacMaster who looked good with the GRD on new tyres and finally Tony Bancroft (Penine Motor Group McLaren M10B).

IAN WAGSTAFF

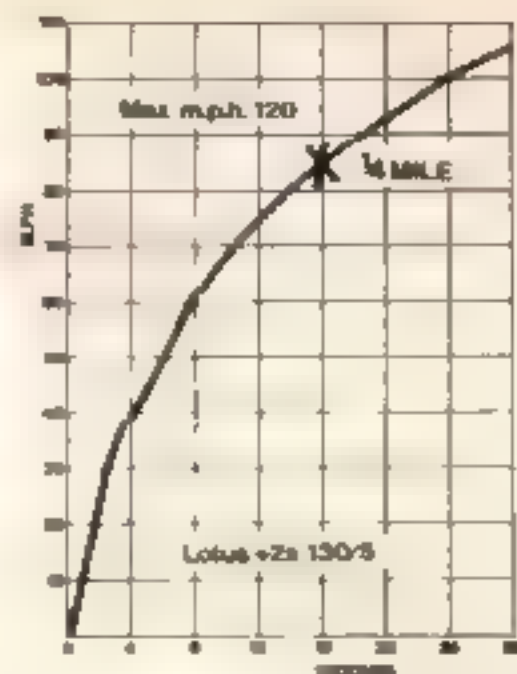
BYD and new hill record C. Cramer 12.0 March. Hart BDA 1.1 17.65 s Class winner A. Boyle 1.1 Cooper S 2.04 s A. Bean 1.3 MG Midget 22.80 s S. Hemmings 1.6 Turner Ford Mk 3 1.6 21.76 s R. Jones 1.6 U2 Mk 11B 1.0 19.76 s P. Scragg 1.0 Chevron B19 1.0 BMW B19 1.0 19.76 s B. Brant 1.00 Cooper Mk 10 1.0 19.9 s A. Brown 1.3 Ginetta Shannon 1.0 Mk 17 20.39 s K. MacMaster 1.1 GRD Hart B1A 272 19.62 s M. MacDowel 1.0 Brabham Rapla BT36 18.16 s
New class record

RAC Championship round B 1. Cramer 17.65 s 2. D. Good 17.70 s Lyncar Cosworth DFV M54 18.03 s 3. MacDowel 18.05 s 4. R. Lane 15.7 M. Laphan Chevrolet M10C 18.15 s 5. A. Griffiths 13.0 B. Brabham Cosworth DFV BT33 18.29 s 6. R. Thwaites 18.58 McLaren Chevrolet M10B 18.61 s 7. P. Boshier-Jones 13.5 Brabham BT21C 18.9 s 8. MacMaster 19.34 s 9. A. Bancroft 13.0 McLaren-Smith Chevrolet M10B 19.61 s

Championship positions 1. MacDowel 77 points 2. Lane 65 3. Griffiths Thwaites and Cramer 59 4. Sir M. Williamson 33.0 Marlyn Cosworth DFV 54 6. Griffiths 47 7. Good 29 8. Bancroft 18 9. D. Good 15.0 Hepworth Chevrolet FF 4WD 17 10. D. A. R. Shardlow 15.0 Hepworth Chevrolet FF 4WD and 11. B. Brabham (Ronde) BDE BT38 and Boshier-Jones 14



SPECIFICATION AND PERFORMANCE DATA
Car tested: Lotus 425 130 S fixed-head coupe
Engine: Four cylinders 86.2 mm x 72.6 mm 1556 cc
 Compression ratio 10.3 to 1 126 bhp (net) at 6500 rpm
 Twin chain driven overhead camshafts Two twin choke Doretto carburettors
Transmission: Single dry plate clutch 5-speed all synchromesh gearbox with central change ratios 0.8, 1.0, 1.37, 2.0 and 3.2 to 1 Hypoid final drive, ratio 3.77 to 1
Chassis: Steel backbone chassis with glassfibre body independent front suspension by wishbones coil springs and anti-ro bar Rack and pinion steering Independent rear suspension by struts and lower quadrilaterals with coil springs Telescopic dampers a round Servo assisted disc brake on a wheels Knock on ventu steel disc wheels fitted 165 15 rad of p r tyres
Equipment: Electric lighting and starting with alternator Speedometer Rev counter Voltmeter Fuel pressure meter and ambient temperature gauges Clock Heating demisting and windscreen wipers 8 speakers Flashing direction indicators Reversing lights Radio cassette
Dimensions: Wheel base 87.7 in (2186 mm) 4ft 6 in rear 4ft 7 in Overall length 14ft Width 5ft 3.5 in Weight 1750 cwt
Performance: Maximum speed 120 mph 14th or 5th gear Speeds in gears Third 84 mph Second 62 mph First 38 mph Standing quarter mile 16.0 s A to B on 0-30 mph 5.5 s 0-50 mph 13.8 s 0-100 mph 24.0 s
Fuel Consumption: 24 to 30 mpg



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Mineral oils are made up of a wide ranging mixture of molecules. Some are stable, but others are fragile and unstable. Some give the oil just the right viscosity, but others make it too thick and heavy at low temperatures, or too thin and light at high temperatures. The unstable molecules cause deposits in your engine, while those that make the oil too thin and light increase oil consumption, and those which thicken the oil excessively make cold starting harder. Even the best of motor oils, with the best of refining, contain some of these undesirable molecules.

The ideal motor oil would only have the stable molecules, which give just the right thickness. In developing lubricants to meet extreme requirements, such as for Concorde, Mobil scientists found the answer—make synthetic ally just those molecules that an engine needs. Mobil have now evolved a process for making Synthesised HydroCarbons which contain none of those molecules which might detract from perfection. Mobil SHC introduces a completely new concept in car lubrication—Synthesised HydroCarbon engine lubricant.

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TEMPERATURE

conventional SAE 50 oils even after thousands of miles of punishing motoring.

That means it continuously shields your engine's moving parts with a film of ideal thickness, whatever the temperature, guarding them against wear and tear as no conventional oil ever could.

In fact, tests have shown wear rates of up to one tenth of those for conventional motor oil.

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Extremes of temperature that would turn ordinary motor oils totally solid at the cold end and too thin at the hot end, hardly affect Mobil SHC.

This explains why Mobil SHC lubricant, even when tested against an SAE 5W arctic oil, showed significantly better performance.

That means better cold starting, less battery wear and tear and quicker oil circulation—to reduce wear on start-up.

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Cleanliness

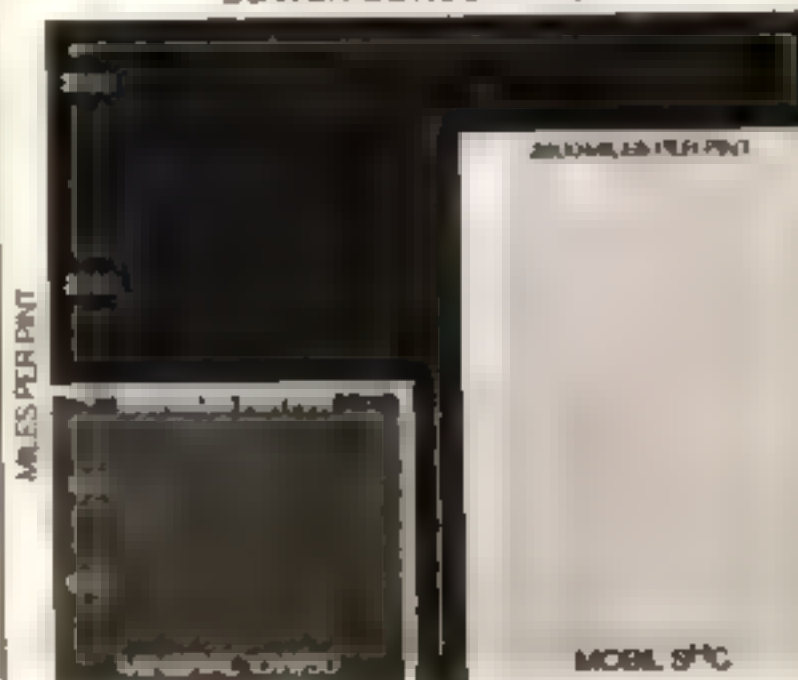
The condition of your engine depends greatly on your lubricant's stability, temperature, level of oxidation, and degree of detergent-dispersancy. The more favourable these elements, the fewer the harmful deposits in your engine. All tests have shown that the cleanliness of SHC goes well beyond even the highest international cleanliness standards.

Mixes with oils

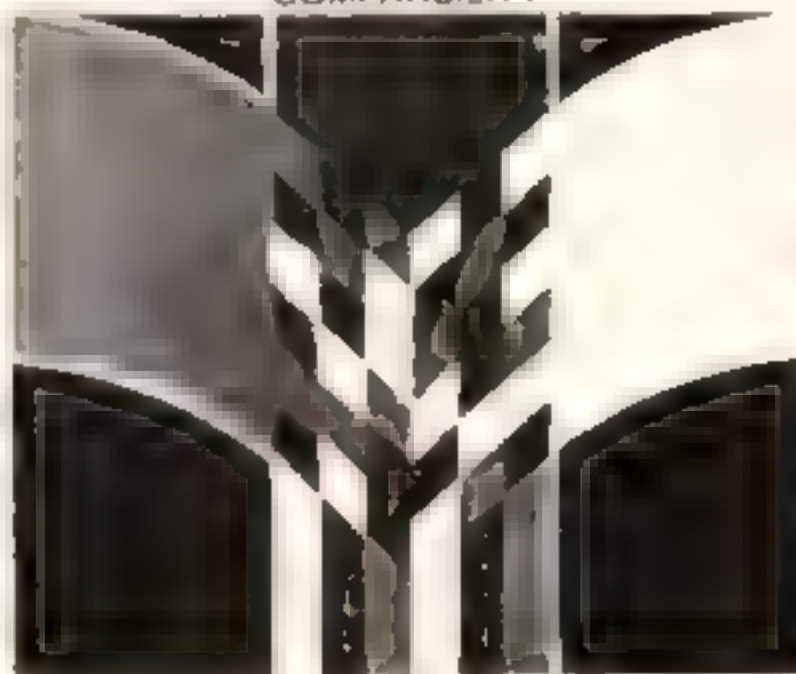
Mobil SHC lubricant mixes in any proportion with all conventional oils. Except that mixing SHC with oil means you lose the full extra benefit that the product offers and your car deserves.

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The Citroën factory at Rennes la Jarnais in Brittany

Close circuit TV, wine and farming at Citroën's new factory

Before the first world war, André Citroën was an engineer with Mors. During that conflict, he manufactured artillery shells in quantities which had never previously been achieved, and after the war he turned his genius for mass-production towards popular cars. At his factory on the Quai of the Seine in Paris which has now been named after him, he took on the might of Louis Renault, who had also become an enthusiast for American style assembly lines. Another war and more than half a century later, the two industrial giants are still locked in combat, both with many factories all over France.

I recently visited the new Citroën factory at Rennes la Jarnais in Brittany. This is an ultra-modern plant, with immense areas of windows and transparent roofs to let in the daylight to the brightly-coloured interior—no dark salanic mills here. Automation is very largely used, the process starting with sheet steel which is delivered in special rail way trucks, in the form of rolls weighing 30 tons each. Machines unroll it and cut off the required lengths while lines of presses pass the various panels one from another, shaping them as they go. The odd bits of steel that get cut off are all pounded into neat and compact cubes for melting down.

There are 4,595 spot welds in a Citroën GS body and many of them are done in a shower of sparks simultaneously by automatic machines. When the bodies have taken shape they are washed and cleaned most thoroughly and then rust-proofed and painted. The protection is carried out initially in Electro-phoresis tanks, where anti-corrosion paint is electrically attracted to the body parts. As soon as an area of the body is covered with a film of paint, no more is deposited because it forms an insulator and the process continues elsewhere in all the nooks and crannies. By adjusting the voltage across the bath, in which the body itself forms the positive electrode, the exact thickness of the protective film of paint can be chosen.

The engines, which are built in other Citroën factories, are channelled into the assembly line at the correct point by overhead conveyors. Closed-circuit television is used extensively to monitor the various processes and there is a central remote control panel, covered with innumerable lights, which tells a watchful operator that every stage is taking place smoothly and at the correct speed.

In round figures, the assembly lines are 20 miles long and cover an area of 100 acres. I can easily believe this, because I walked round for most of one day and was pretty exhausted at the end. My endurance was greatly reinforced by an excellent lunch in the works

restaurant—I refuse to call it a mere canteen. The cuisine of Brittany is famous and these Bretons certainly do themselves well. Most of them were drinking wine, I noticed, but there were also large carafes of excellent local cyder on the tables.

The object of building the factory at Rennes was to tap the available labour of the district. The total work force of the factory is 11,200 people, of whom 25% are women. It is rather remarkable that the average age of those employed is 26. All the workers have their own cars, which they can buy at advantageous prices, and I saw hardly any non-Citroën cars in the parks. People are generally not engaged who live more than 30 Km from the factory, as long daily journeys are considered to be too tiring. However, there are barracks where 700 men are housed, returning to their families at weekends.

It is a feature of Rennes la Jarnais that 20% of the workers have their own small farms. As long as these are below a certain size—about 10 acres in the less fertile areas and 6 acres where the land is good—the French government does not demand any tax.

The working hours of the factory are arranged so that the men can do their farm chores every day in daylight. The first shift comes on at 5 am and the second shift at 1.40 pm, but there is no night shift as the firm do not believe in this, because of its disruptive effect on family relationships.

The management are very close to their workers and try to understand their point of view, a policy which has been rewarded by a complete absence of strikes. There are shop stewards and unions but no political activity is permitted on the premises. There are four weeks of holidays a year, in addition to the 10 days of public holidays, and the firm gives a lot of assistance to leisure activities and sport. In particular, there is a very active sailing club in which most of the men build their own boats, often with works assistance.

The minimum wage per month is 1,300 Francs. Rennes la Jarnais is at present producing 900 GS and 400 Ami 8 per day. The target for 1975 is 800,000 cars per year from all the Citroën factories.

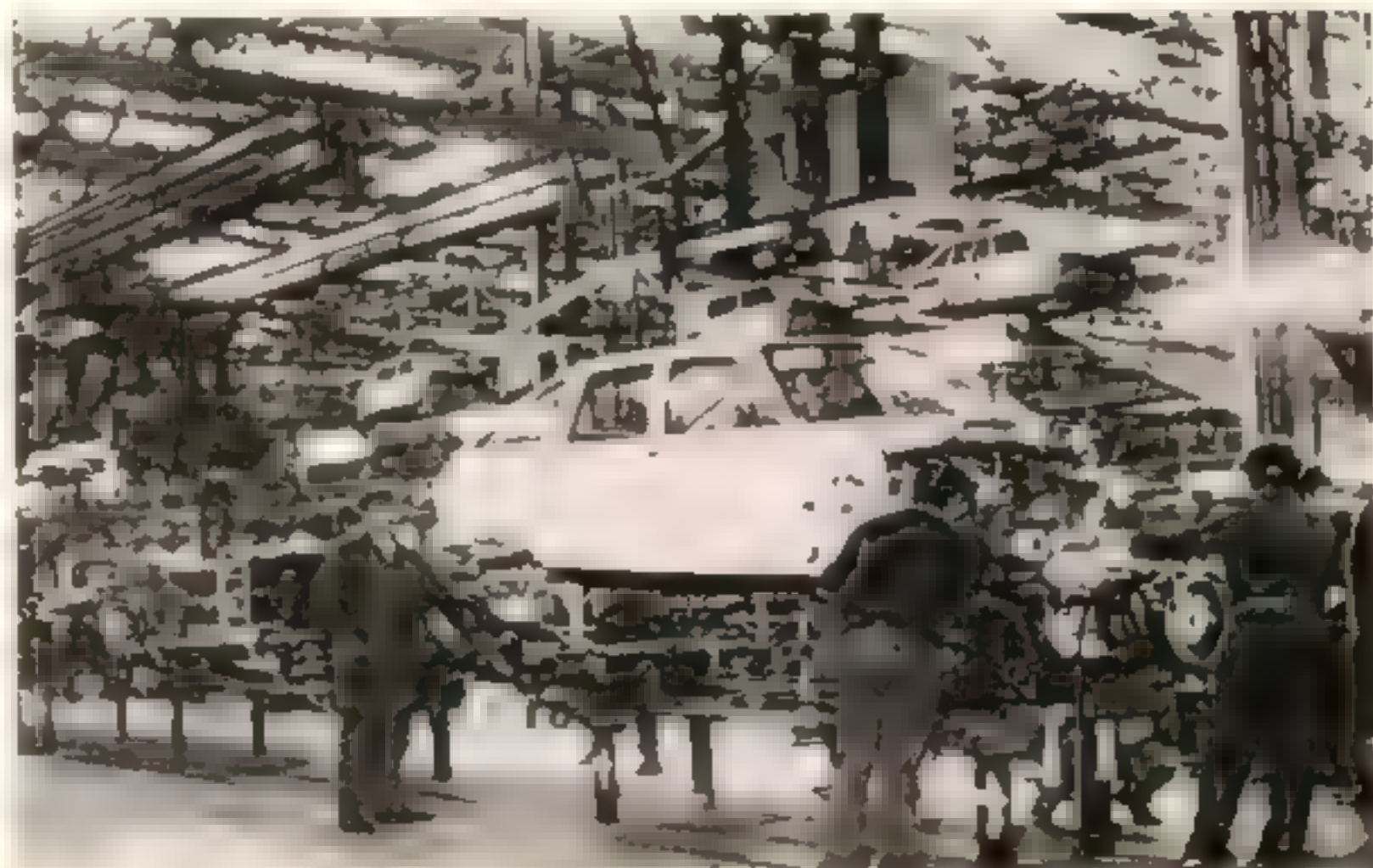
It is well known that Citroën are deeply involved with the Wankel engine and that, in association with NSU, they have begun a programme to produce these power units in very large numbers, both for their own vehicles and for sale to other producers. I shall be writing much more fully on this subject in due course.

Some unauthorised disclosures, largely inspired by a little spying and a lot of guess-work, have been made concerning the Wankel-engined Citroën. I have seen the car and though I must at present respect confidences, I hope to be able to publish a road test in the not too distant future. To say that this Citroën will be worth waiting for is the understatement of the year!

The tie-up between Citroën and Maserati becomes ever closer, Citroën holding 75% of the Maserati shares. The next new Maserati model is likely to embody many advanced Citroën engineering features. On the other hand, the agreement with Fiat is not producing the hoped-for results and a divorce might eventually be arranged, more's the pity.

In England, Citroën sales have risen spectacularly. Like Renault, Citroën actually installed an assembly line in England but industrial problems killed both projects. Now, the cars are built and trimmed in France and sales have passed 24,000 a year, compared with 1,500 as recently in 1968. This is a well-deserved success for Citroën are pioneers of front-wheel drive, self-leveling suspension, and functional aerodynamics, technically, their cars lead the world.

JOHN BOLSTER



A GS body descends to meet the engine and suspension.



The cornering power is very high indeed and the car can be flung through quite sharp bends in spite of its substantial size and weight

When the Citroën SM first became available in this country, I took one on a most memorable long-distance test drive through France and Italy. My experiences were chronicled in an extra lengthy road test report, which appeared in *AUTOSPORT* of September 23, 1971. The machine proved itself a marvellous grand routier, with the best steering and high-speed stability of them all, compared with which lesser cars seem crude and almost dangerous.

In its original form, the V6 Maserati type engine had three twin-choke Weber carburetors, but the unit has now been re-designed to incorporate Bosch electronic fuel injection, with injectors aiming downwards into the ports, close to the valves. The installation looks highly complex, with rather a lot of loose wires about under the bonnet area, and a bit of tidying up would not come amiss later on. The object is not to obtain a spectacular gain in maximum power, though a useful 8 bhp is added, but to increase the torque in the middle ranges and improve traffic manners.

Most important, the new engine passes the strict European anti-pollution requirements. It also overcomes the dirty habit of plug fouling, to which the carburettor version was occasionally subject in slow traffic. The improved torque has enabled an even higher overdrive fifth gear to be incorporated in the transmission.

Naturally, the very advanced technical features of the chassis remain. In brief, an engine-driven pump, with hydraulic accumulators, supplies the power to operate the self-levelling independent suspension, the steering, and the disc brakes, which are inboard at the front.

The steering is the most revolutionary feature of the car as it is very high-geared—almost as quick as that of a racing single-seater. Since the preponderance of the weight is on the driven front wheels and the section of the tyres is very large, nothing less than fully powered steering will do at low speeds. As the car goes faster, the power is reduced and eventually the driver is on his own, getting the full sensation of the road through the very direct steering.

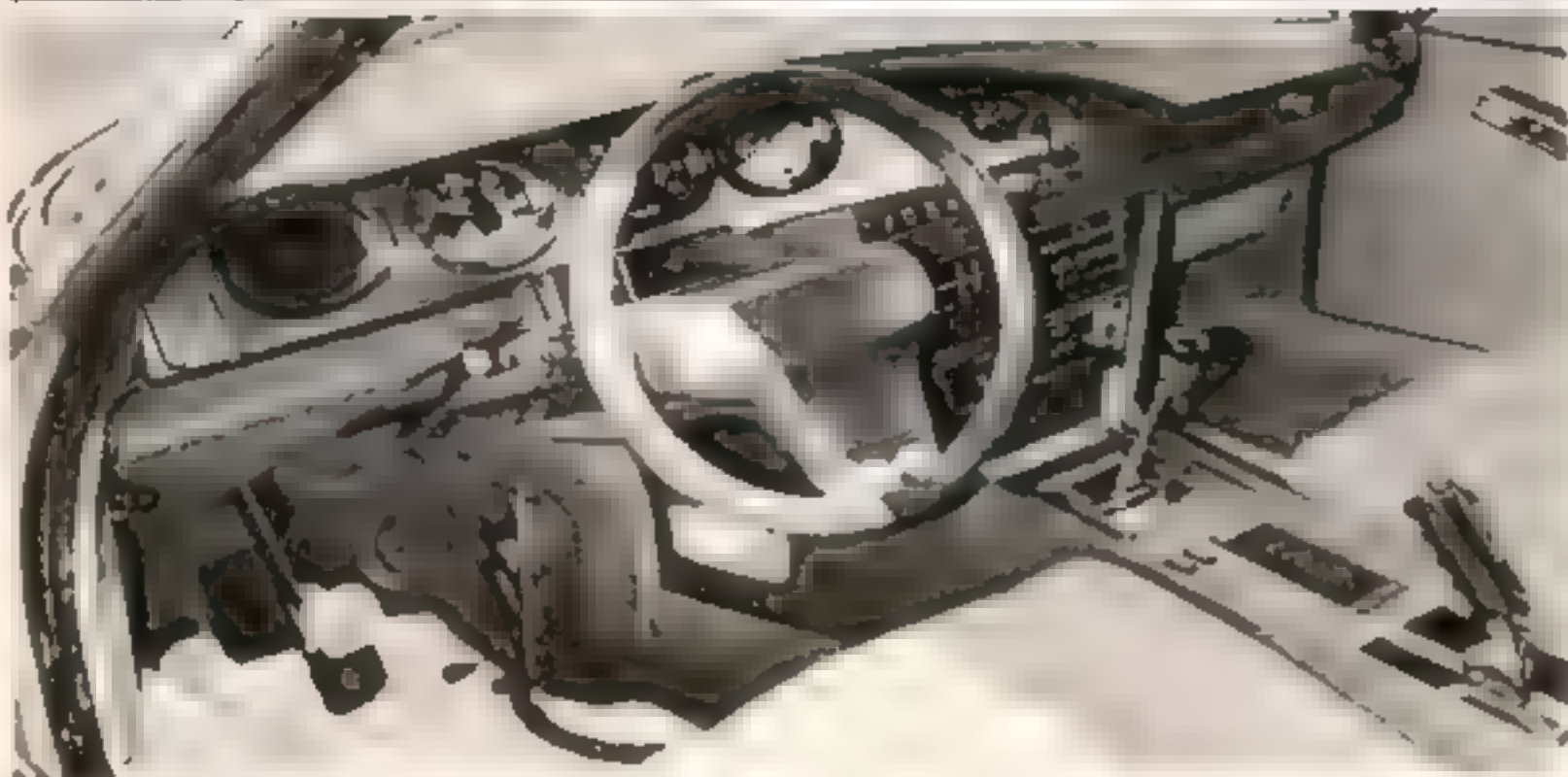
People accustomed to slow and soggy steering may take a long time to become accustomed to the SM. It is worth persevering, however, for this is the only car which combines true stability in a straight line with the ability to dodge instantly—it must therefore be the safest car in the world. Personally, I was quickly at ease in the first

Improved torque and traffic manners from Citroën's injected SM

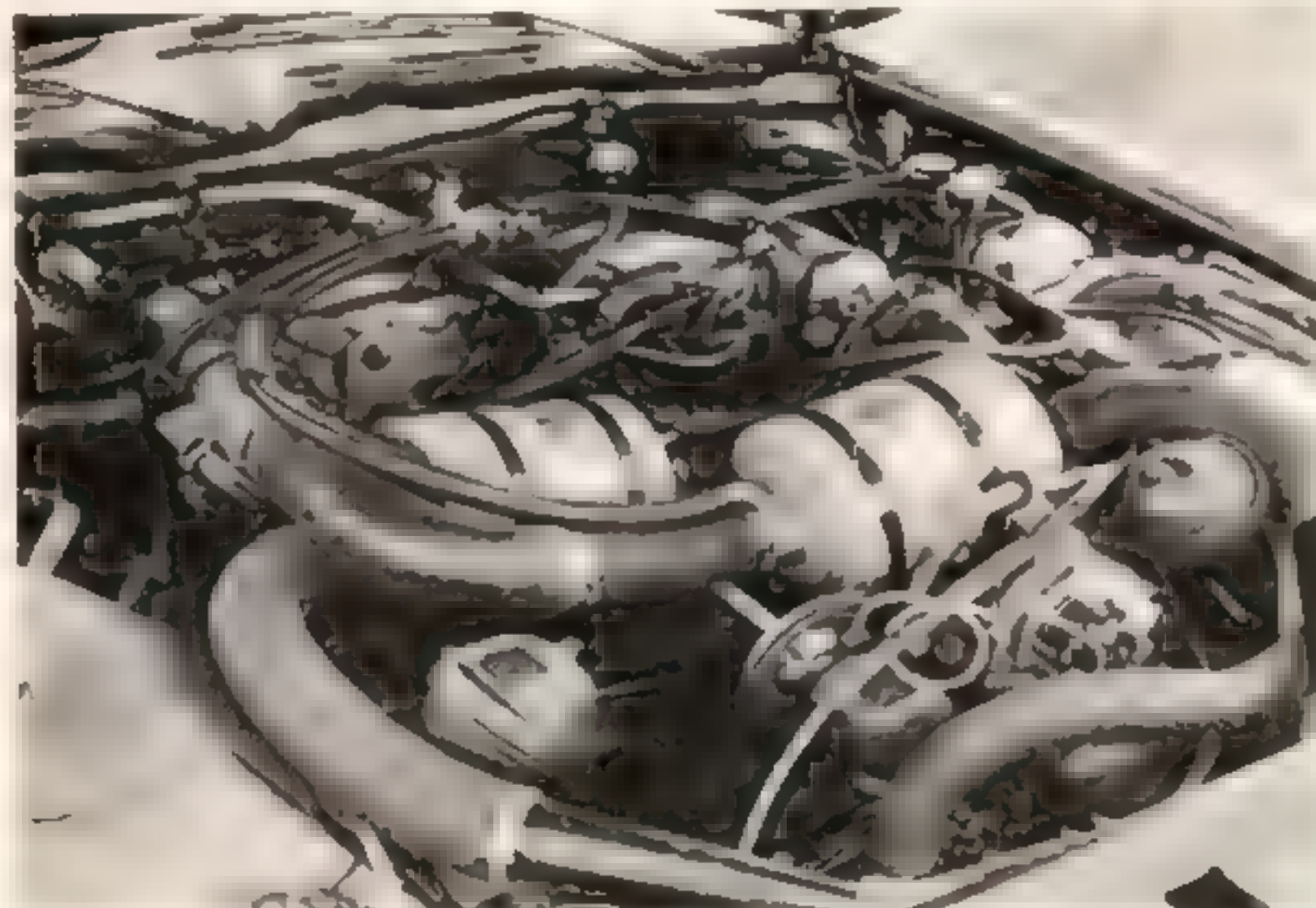
Only the luggage boot lacks capacity if four people are carried



Road test



The steering wheel is adjustable in both directions and the interior is beautifully appointed. Below, the V6 Maserati-type engine has now been redesigned to incorporate Bosch electronic fuel injection.



SM I drove because it is reminiscent of the best vintage sports cars. Returning to it after a considerable lapse of time, I felt at home immediately.

Owing to other commitments, my test was a short one and I was not able to range so far afield as in the original car. The makers claim that the maximum speed is now 141.6 mph and I do not for one moment dispute this, but I was not able to attain it on the timed stretch of road at my disposal. However I approached this velocity closely with the car still gradually picking up speed on the relatively short straight, so I think we may accept the claim.

The point is, however, that 130 mph is a very easy cruising speed, nowhere near the red part of the rev-counter dial. The makers claim a 0-60 mph acceleration of 8.0 s, but although I did manage to equal this after a lot of practice, I often managed only 8.4 s, due to wheelspin at the getaway. I think that 8.2 s would therefore be a fair figure. Wheelspin is only a problem at standing starts and is never experienced thereafter during normal road driving.

The gearchange is excellent and fourth gear,

with its 115 mph maximum, makes the car very lively when getting clear of fast traffic. The engine is relatively quiet when cruising in fifth gear but never really silent; it is frankly a high-efficiency unit getting on with its job and is distinctly audible when pressed, with a rather metallic note. In this respect, it does not compare with the big 4.7-litre V8 of the Maserati Bora, but it wins hands down on fuel consumption. There are cars which are faster than the Citroën by a small amount, and most of them are in the 10 mpg bracket. The SM, with its smaller engine, may double this while putting up an impressive average

The cornering power is very high indeed and the car can be flung through quite sharp bends in spite of its substantial size and weight. The natural self-centring of the steering at speed is complemented by power-centring at the lower rates. Indeed, the steering straightens itself when the car is at a standstill. This makes town driving easy and restful, but at high speeds it is perhaps the stability in gusty side winds that is most appreciated. The brakes stop the car as if it had been grabbed by a giant hand.

Of the suspension, one can merely say that

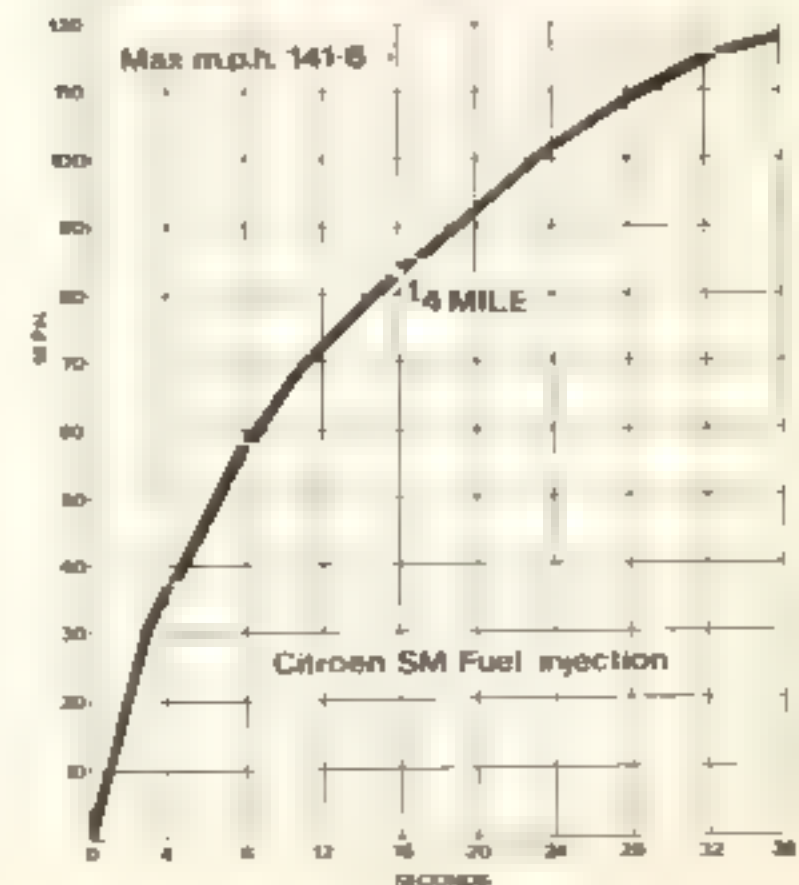
It is the best yet. Not as soft as that of the Citroën DS, it nevertheless absorbs all the bumps and the car remains level whatever the surface, with no disconcerting dive under heavy braking. Road and wind noises are virtually non-existent. The complexity of the suspension is amply justified by results and the self-levelling ensures that the ground clearance is maintained when a full load of passengers and luggage is carried. There is also a lever to raise the car hydraulically when negotiating really rough country tracks. It would be fair to say that a car without self-levelling suspension is simply not modern.

I would like to cover this brilliant design in far greater detail, but space is limited. It is, however, essential to mention the six lights which have their own self-levelling system, four of them also turning to throw their beams round corners, controlled by the steering. The seats are very comfortable, the steering wheel is adjustable in both directions, and the interior is beautifully appointed. Only the luggage boot lacks capacity if four people are carried. The heating is very effective, with plenty of fresh air ventilation, and refrigerated air-conditioning is an optional extra.

The object of my short test was largely to compare the fuel-injection SM with the carburettor version. First of all it is far better in traffic, never becoming lumpy or misfiring. There is a small but useful increase in performance all the way up the scale and the greater medium-speed torque is noticeable. The low-speed flexibility is exceptional for such a highly-tuned engine and I think that the fuel consumption figures have improved, though I cannot be precise because the conditions of the two tests were so different. For me, though, it is the functional, aerodynamic shape that appeals most and this is true beauty.

SPECIFICATION AND PERFORMANCE DATA

Car tested Carson 3M 2 door 4 seater coupe price
\$4,400.00 including tax and license
Engine 3.0 liter 4 cyl 90 day 97,000 miles a 75 mph
0-60 in 10 seconds 0-100 in 17.0 seconds (with 4
5.0 liter 100 mph top speed 100 mph) 100 mph
in 10.0 seconds
Transmission 5 speed dry plate clutch 3-speed 4 synchro
mesh gear box with 4 gears a change ratios 0.7 0.9 1.0
1.5 and 2.0 to 1 by 5 gears a 4.0 to 1 3.5 to 1
Top drive shaft to rear hubs with torque arm joints
Chassis Coil over rear body and chassis with a unit
body Hyd. oil pump and 4 wheel independent
suspension all round with wishbones in front tie rod
a beam and anti-lock brakes at both ends Power
steering 550 cc fuel a 1000 cc and a 1000
cc 4 wheel wheels fitted 14 chains 205/70 WR 15 x
13 tires
Equipment 12 volt lighting and starting with alternator
5.0 liter 4 cyl 90 day 97,000 miles a 75 mph
0-60 in 10 seconds 0-100 in 17.0 seconds (with 4
5.0 liter 100 mph top speed 100 mph) 100 mph
in 10.0 seconds
Performance Max. top speed 100 mph (see test)
0-60 in 10.0 seconds 0-100 in 17.0 seconds (with 4
5.0 liter 100 mph top speed 100 mph) 100 mph
in 10.0 seconds
Fuel consumption 10.0 to 15.0 mpg



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This amazing picture from Santa Pod shows Dennis Priddle with all four wheels off the ground while approaching 200 mph, the parachute is just coming out

Bevan is beaten

John Bevan's incredible run with Naveb, it stretches back to 1970, or so he thinks, came to an end last Sunday in the Midlands when Quinton MC ran the 16th round of this year's Castrol/BTRDA Autocross Championship on the almost traditionally damp course at Wychbold, near Bromsgrove.

An error on the first run cost John dear for he clipped a penalty marker and with rain falling for the second runs, reducing speeds for the specials, the king lost his crown. Not one but two men beat him, BTD going to John Watkins with his JW Special who pipped Nick Seymour's Volnik by half a second with Bevan just over a second away. Bevan had some consolation late in the day when he easily took the RAC run off.

With over 100 entries and many of the championship contenders appearing to try to collect vital points as the championship enters the final stages it was a case of having to be second best in the first class where the leaders Brian Evans and Dave Marston, the Porsche men, found the Datsun 240Z of Martin Barnard quickest by a mere three tenths in 1 m 38.9 s which ended their little run. Marston in fact was out of the first four being seen off by Colin Wild and Keith Pettitt, both in Mexicos. In Class A, the small Minis, Nick Garner smoothly collected his eighth class win in 1 m 35.3 s while his main protagonist Richard MacDonald was in various bothers with a malfunctioning motor and then being beaten off the line. With MacDonald failing to feature Clive Holland started what was to be a pretty good day for the PAN contingent by taking the runner up berth with Barnard third.

Only 10 cars turned up for the first of the FERWD class and the Meridale brothers had it all their own way from start to finish. Once again Tony was easily the quickest turning in 1 m 34.8 s, exactly three secs quicker than brother while John Bevan collected his second third place of the day with the DAF 86. The poor support for the sports cars continued with only eight participants, but the battle between the Triumph GT6 of Messrs Northall and Dowson versus the TVR Vixen of Ron Easton was a really close one. Dowson decided it was his turn to win the class, so he did with a second run of 1 m 34.0 s and after Northall had been second on the first runs, Ron decided it was time to split up the Midlanders which he did in neat style and very nearly collected the class with

a 1 m 34.2 s. Northall could not match this and his 1 m 35.8 s collected him only four points.

With John Button non starting and Roger Burn's Imp still in pieces, Alan Finch went home smiling with his first ever class win with his home built 1500 VW in the rear engine division. He got down to 1 m 47.0 s to beat Mike Skerratt's Porsche engined VW by just under a second who was also satisfied as it was his first drive in the car finished only hours before the day began. Another trier this season, but without much to shout about, Alan Whitworth, was a creditable third with his Renault RS.

Back to his winning ways in the mid capacity Mini class was Roger Brunt who got down to 1 m 31.9 s for his 10th win of the year. His class rival Frank Morris had a hectic morning session getting his car together after problems in practice and when falling oil pressure showed on his second run when he and Brunt went off together he backed off and settled for six points to stay a comfortable second in the class while Roger Wearing was delighted with third in such company.

John Clarkson got back to some of his early season form to stay within striking distance of George Warren in the big saloon class, Warren winning again in the Escort RS1700 in 1 m 34.0 s with Clarkson on 1 m 34.9 s and this seventh win for Warren puts him into the final with a maximum. Terry Smith consolidated his leadership of the over 1000 cc Mini class with his 1340 cc device although it was a second down on Brunt's time. Smith did 1 m 32.9 s to beat Robert Bevan by 1.7 s with Geoff Dodd third which demoted Dave Fuell to fourth, a platon going on the second and important run.

So to the Specials and Arnold Butcher's 100th autocross with his faithful Lotus 6. But it was not to be a glory day for him but for John Watkins and his 1 m 31.2 s was his fourth win and second BTD this season and with 48 pts he is leading the class. However Nick Seymour's attractively bodied Volnik, which was only half a second behind Watkins now emerges as a possible threat for the class for with three seconds and five rounds to go, he could come from behind to produce an exciting climax to what is already an interesting season.

BTD winners M. 8. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 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Southern invasion

Southerners Peter McDowell and Peter Moss successfully invaded the Midlands last week end to walk off with the laurels on the Redditch & District CC's Esso Uniflo Special Stages rally over 200 miles using 45 miles of stages in Warwickshire, Oxfordshire and Worcestershire

In their Opel Ascona they raised a few eyebrows by seeing off a whole host of various capacity Escorts to win by exactly a minute from Gordon Batchelor Rhys Howells in an Escort RS 1600. On the 14 stages, of which three were cancelled, they dropped 752 a while Batchelor Howells finished only 43 a up on John Steed John Walker in their Cooper S. Several new stages were included on this the second running of the event including five laps of the 2.9-mile circuit at Long Marston, eight laps of the 1.6-mile Enstone aerodrome while a little one-mile sprint was included in the grounds of Stoneleigh Abbey.

Grounds for possession of drugs

Incidents galore

On a day when all three specials broke down and a couple of cars rolled, rally driver Mike Jackson emerged as BTD man at the 82 Car Club autocross at Spiker's Hill, West Ayton, near Scarborough, on July 28, which was supported by Green Arrow the local VW distributors.

Jackson, in his Escort RS1800 had 3 s in hand over 80 other competitors with a time of 1 m 54 s but there was a close call for second BTD where the 998 Cooper of Richard Pilmoor just pipped John Cockerill's 1760 Escort by 0.7 s. Steve Wren inverted his Mini for the second year in succession and was later followed by Ian Smith in his Escort TC both drivers emerging unscathed.

Only other driver to break two mins was John Clarkson in his RS 1700 Escort who took the big saloon class in 1 m 59.8 s, while there was a tie between John Forrest (Escort GT) and Ian Smith both of whom did 2 m 0.8 s. John Edmond emerged quickest of the up to 1000 cc Minis, his best time from three runs being 2 m 5.9 s, a class winner by just over 2 s while the bigger engined Minis were led home by Keith Hardy's 1275 Cooper who got down to 2 m 12.2 s to beat Andrew Stour's similar mount by 2.2 s. In the combined rear engined and sports class, victory went to Steve Banfield's 1275 Sprite in 2 m 3 s, just over a second up on Derek Wood's 1177 NSL.

MARY JO ELLER 2 m 72 6 5 59 4
 MARY JO ELLER 2 m 72 6 5 59 4

Sprint rained off

Heavy rain which caused part of the new spring course at South Cerney, near Cirencester, to become flooded last Sunday, caused the stewards to abandon the Cheltenham MC's first sprint meeting at the venue.

Their decision to cancel was accelerated by an incident when the last of the racing cars in the big capacity class caught fire after striking the timekeeper's battery as he spun off just before the finishing line. The driver, R. J. Culverhouse of Trowbridge, climbed out of his Cooper-Lotus F2 as the petrol tank at the front caught fire and with other competitors and marshals the flames were quickly put out though not before some damage was caused to the bodywork.

An official of the club, Mr John Brown told us "The accident itself did not cause the officials to abandon the event; the trouble was the amount of water setting on the course near the finish"

News...

● Regulations are now available for the Embassy European Rallycross Championship event at Lydden on Saturday, September 15 and the Embassy International rallycross at Lydden on the following day. This two-day meeting will be the biggest rallycross bonanza ever staged in this country with top entries from Europe matched against the best from Britain. More details will be issued nearer the event, but regulations for this TEAM promotion can be obtained from K. S. Kays, 167 Benfleet Road, Benfleet, Essex. Entry fee is £5 for each day with £100 first prize on Saturday and £75 on Sunday.

■ The latest of Mike Wilson's excellent Castrol BARC Hillclimb bulletins, gives a provisional hillclimb calendar for next year. Rounds in the RAC and Castrol BARC Hillclimb Championships for 1974 are provisionally as follows:

[illegible]

● A maximum entry of 140 competitors, including many of the championship contenders, will be at Loton this weekend when Hagley & District LCC organise the ninth round of the Bristol BARC Hillclimb Championship. Loton Park is situated at Alberbury on the B4393 to Lake Vyrnwy, about seven miles west of Shrewsbury. It seems likely that the outright hill record will be broken as amongst the entries in the racing cars over 1600 cc class are Chris Cramer (Grunhalie Lager Special), Richard Thwaites (McLaren M10B), Tony Bancroft (McLaren M10B), and Roy Lane (Manpower McLaren M14D). Practice for the 17 classes will be on Saturday from 11.30 am to 5.30 pm, and on Sunday from noon to 12.30 pm with the event proper commencing at 1.30 pm.

● Once again Ian Corkill (13 Mini-Cooper S) dominated Manx Auto Sport's championship autocross meeting at Kionallieu Farm, Foxdale Isle of Man, on Sunday, July 29, setting BTB in 2 m 39.4 s, and followed this up with a fine class win in his 16 Ford Escort TC in 2 m 44.8 s, which was third fastest overall. In second place overall and winning the Cooper 5 class was Ken Clarke (13 Mini-Cooper S) in 2 m 44.4 s.

Cohn Hawker's immaculate new Capri is powered by a 3-litre DFV Cosworth FJ engine. Its debut at Thruxton last Sunday was put off because of the terrible conditions, but it should be a winning contender and possibly a Mick Hill-beater.

● While Mike Flather (Mini-Cooper S) leads the Castrol BARC Hillclimb Championship quite convincingly with 68.57 marks to the 54.75 and 52.98 of John Meredith (Mini-Cooper) and Bob Speak (Elan) respectively, there's a close tussle in the Castrol BARC BTD awards between the McLaren M10B drivers Richard Thwaites and Roy Lane which Thwaites currently leads by 31 points to Lane's 27. Third and fourth are Mike MacDowel (15) and Tony Bancroft (10) respectively. The final of the two well-supported and exciting champion ships is at Harewood on September 29.

● The fifth Castrol Motor Clubs Quiz will soon be under way. Format of the quiz will be generally similar to that of previous years but to encourage an even greater degree of competitiveness, no member of the winning team in any one of the past four National Finals may compete this time. Another new feature is that every club may enter two teams; one all male, the other all female. The most successful women's team in the quiz will receive a special Prix des Dames. The winning club receives the Castrol Motor Club Quiz trophy and club equipment to the value of £250.

Date and venue for the National Semi-Finals and Final are already set - Saturday, April 6 1974, at the Belfry Hotel, Wishaw, nr Sutton Coldfield, Warwickshire.

● Dave Vandervlist Pete Bigwood took their 998 Imp to just a 15 s victory from the Norman of Slough Avenger Tiger of Charlie Wood-Doug Smith in the Loughborough Car Club Moss Trophy rally on the night of July 28/29

● Lack of entries caused Shenstone & District Car Club to cancel their grass hill climb meeting at Weeford, near Lichfield, last Sunday.

● Torrential rain which partially flooded the circuit and which caused vehicles to struggle round taking over four minutes for a run, caused the 361 Autocross Association to abandon the third round of their Autocross Championship at East Hanningfield, last Sunday.

With more than 70 entries, including most of the current class leaders, the event went ahead as normal in the morning with cars being given four laps for each practice run. Rain immediately after lunch caused the organisers to reduce the laps to three but as the course progressively became worse it was decided to stop proceedings and the meeting was abandoned. The next round is due to take place on August 27th.





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LONGRIDGE

Mather sets BTB

Lancashire AC were blessed with an excellent entry, fine weather and some very close competition at Longridge on Sunday as the Slendered Sprint Championship went into its seventh round. Kim Mather's spirited driving round two and a half laps of this tight little circuit earned him BTD in the Aintree-winning BRM P153 with a first run time of 54.16 s. John McCartney was some way behind in his more recent example and it was left to Malcolm Dungworth's Brabham BT35 X, alias Saxon Hawk Special, to provide Mather's closest opposition.

Graham Brooks' Thomas Motors Escort took its customary place at the head of Class 1 after the timekeepers had given some further thought to Peter Houghton's time in his Datsun Cherry, the latter then being placed 0.06 s behind the Escort. Peter Ormerod had a huge spin on his first run when his throttle cable snapped at a crucial point round Weighbridge Hairpin but had no troubles the second time round in taking Class 3 ahead of Brian Whiting's rapid Escort. Colin Rogers' regular trips North from West Ham have paid off so far and he came to Longridge leading the Slendered Championship. However, Ken Tomlinson and

MALLORY RESULTS...

[illegible][illegible][illegible][illegible][illegible]

(establishes record
Up to 1800 + all Tony Lenfranz (15 March 1964)
Tony C. Nam Enn (15 March 1964) Forest (ap
Lenfranz and Honsale 49 x 73 47 mch [established
record]

Suburban	Treasury	rate	(10 years)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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Jay Wiley #700 208 368 98 10 mch
 Formula & Ford race A (10 laps) + John Brown
 (5 cars = 5 lbs & 5 lbs) B m 74 91 mch 3
 R. H. W. Edgar Phoenix BMW B m 01 4 F 3
 Johnny M. B. #100 09 B m 4 4 5
 David Chase Du K n 1 MP 4 B m 7 5 5
 M. A. S. #100 09 B m 4 4 5
 E. D. W. #100 09 B m 4 4 5
 Fastest lap Brian No and C. Nola Schoar Gid du 4 5
 71 52 mch

[illegible]

Paul Ratcliffe were both on top form and sharing their 985 Cooper 'S, now very smart with its bespoked Clubman front, they relegated Colin to third in class, with Ken the faster on both runs by over a second.

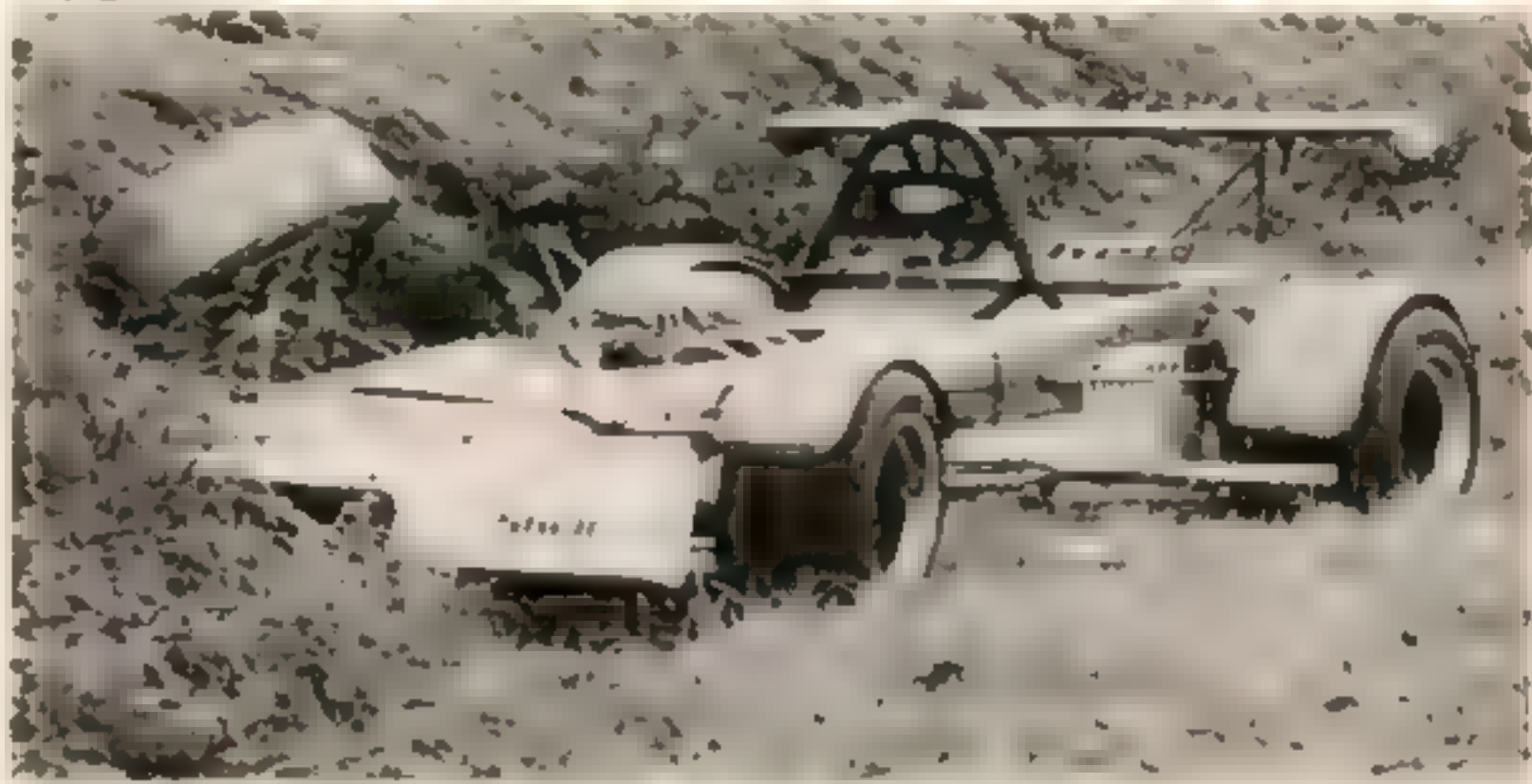
Of the other leading championship contenders, John Ashcroft (Lotus Elan) spun away his first run but took his class nevertheless and PUG 1, John Bury's Modsports Midget, was also a worthy winner. The Marque Sports class had a large entry from which Brian Kenyon emerged victorious with Mick Merrill stopping a husband and wife 1-2 by taking second in class ahead of Pat Kenyon. The

small racing car class was closely contested, with Richard Courtney's Vixen leading John Crowson's almost as rowdy Terrapin by a mere 0.07 s while Dennis Smith in John Wall's Palfiser narrowly defeated John Kitchen's March 722 in the next class.

PETER McFADYEN

[illegible]

Sorry end for Ian Phillips' Elm Farm Gryphon during the clubmen's race at Lydden. Report on page 22



Continued from page 27

slice away at the gap between he and the Trojan. Amazingly the Canadian was catching both Redman and Scheckter and by the 16th lap the chrome blue Lola had closed right behind the white Trojan. For a few laps Scheckter seemed to struggle, working himself hard at keeping the Trojan in tight and his new adversary behind. But then his flagging confidence seemed to compose itself and with four laps to go Jody began to build his effort and close on Redman's 5 a lead Wietzes hung on though driving with great fire and confidence, still pressing the South African, looking for holes and throwing his Lola as never before.

The last few laps were a new kind of mature Formula 5000. Redman was driving with the same style and control which had seen him snatch the lead in the early laps and Schoecker finally put some small quantity of daylight between he and Wietzen. They strung around that way through the last two laps with neither car making any impression on the other.

It was Hobbs who arrived in fourth during the final laps having worked through the field like the proverbial hot knife through butter, and passing Donohue and Gethin in a couple of quick swoops to take fifth before Langer pulled off without any oil pressure. Brett had struggled to keep within range of Wietzes for the first half of the race, being troubled at all the right-angle dives with the gearbox jumping out of second gear before dropping right back as the engine began to lose pressure.

Gethin and Donohue found their problems equalled them out some way further back than they deserve. The Chevron was troubled by a sticking fuel metering unit which meant that Peter was having to dip the clutch and slip the thing around corners. This may have worked through the tight stuff but it was a real handful through the long carousel right-hander and Gethin finally gave way to Donohue. The Chevron's unhappy weekend came to end when an endolate detached itself

from a backmarker's wing and bounced off the road and through the nosecone, carving a large slice out of the Chevron's front-mounted radiator. And Donohue, the unhappiest man at the track fell into a quiet rage at the end when he stumbled by on the final lap and the engine spluttered and died. The AMC Lola was out of fuel with barely half a lap left and Mark's well-earned fifth place went down the drain.

Bobby Brown inherited fifth, still on the same lap as the Redman, Scheckter, Wietzes train, while Steve Pieper drove well for seventh behind Donohue. Graham McRae crawled through the final few laps with the engine very flat after the STP crew had leaned the Barz out in an effort on improving their poor heat showing. Ninth was Bob Lazier who worked up from the back of the grid to 11th by the eighth lap before the gear selectors went all grotty and the engine lost its edge. Bobby Muir drove with his usual gusto after a late start and got by McRae on lap 17 only to have one of the Lola's halfshafts break and send him off into the underbrush. Tony Adamowicz punctured a tyre during his first lap spin and bent the rear suspension while crawling back to the pits, while Jon Woodner stopped after eight laps after cruising around with a blown head gasket.

Elkhart Lake Wisconsin July 29									
L.A.M. Formula 5000 Chama unshia. Round 6									
P. No. 23 apt									
1	B. B.	Redman	40	3	Smith Chevrolet	T330	53	m	
2	A. J.	W. H. H. 1	385	m					
3	E. J.	W. H. H. 1	385	m					
4	D. J.	W. H. H. 1	385	m					
5	B. B.	Redman	40	3	Smith Chevrolet	T330	53	m	
6	A. J.	W. H. H. 1	385	m					
7	E. J.	W. H. H. 1	385	m					
8	D. J.	W. H. H. 1	385	m					
9	B. B.	Redman	40	3	Smith Chevrolet	T330	53	m	
10	A. J.	W. H. H. 1	385	m					
11	E. J.	W. H. H. 1	385	m					
12	D. J.	W. H. H. 1	385	m					
13	B. B.	Redman	40	3	Smith Chevrolet	T330	53	m	
14	A. J.	W. H. H. 1	385	m					
15	E. J.	W. H. H. 1	385	m					
16	D. J.	W. H. H. 1	385	m					
17	B. B.	Redman	40	3	Smith Chevrolet	T330	53	m	
18	A. J.	W. H. H. 1	385	m					
19	E. J.	W. H. H. 1	385	m					
20	D. J.	W. H. H. 1	385	m					
21	B. B.	Redman	40	3	Smith Chevrolet	T330	53	m	
22	A. J.	W. H. H. 1	385	m					
23	E. J.	W. H. H. 1	385	m					
24	D. J.	W. H. H. 1	385	m					
25	B. B.	Redman	40	3	Smith Chevrolet	T330	53	m	
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36	D. J.	W. H. H. 1	385	m					
37	B. B.	Redman	40	3	Smith Chevrolet	T330	53	m	
38	A. J.	W. H. H. 1	385	m					
39	E. J.	W. H. H. 1	385	m					
40	D. J.	W. H. H. 1	385	m					
41	B. B.	Redman	40	3	Smith Chevrolet	T330	53	m	
42	A. J.	W. H. H. 1	385	m					
43	E. J.	W. H. H. 1	385	m					
44	D. J.	W. H. H. 1	385	m					
45	B. B.	Redman	40	3	Smith Chevrolet	T330	53	m	
46	A. J.	W. H. H. 1	385	m					
47	E. J.	W. H. H. 1	385	m					
48	D. J.	W. H. H. 1	385	m					
49	B. B.	Redman	40	3	Smith Chevrolet	T330	53	m	
50	A. J.	W. H. H. 1	385	m					
51	E. J.	W. H. H. 1	385	m					
52									



Stig Blomqvist led the event for three-quarters of the distance before the Saab's engine broke

1000 LAKES

Makinen makes it four

By JOHN DAVENPORT Pictures by HUGH BISHOP

Just as Disneyland is the Wonderful World for children, so is Finland the Wonderful World for rally drivers and rallying. Last weekend, amongst incredible public interest, Timo Makinen became the only man to have won the 1000 Lakes Rally outright four times when his works Escort RS with Henry Liddon as co-driver came home a clear two minutes ahead of second place man, Markku Alen in his Volvo 142. Only two other men have won this legend amongst rallies three times and they are Hannu Mikkola and Simo Lampinen. Both of these other two kings finished the rally but Mikkola was excluded for finishing without his co-driver, Erkki Rautanen, who had been taken to hospital after breaking a vertebra in his back during one of the jumps on the last special stage. Lampinen had had gearbox troubles and rolled his Saab before the half-way halt but fought back to finish fourth behind the Flying Finn, Leo Kinnunen, in an ex-Safari Porsche Carrera RS.

Markku Alen is the coming-man of Finland which means that he will be in the top world class before very long and this second place of his was a very fine drive in a car such as a Volvo which is bigger and heavier than most of its rivals. He had a late number in the rally and made best use of it by having some of the stages in the daylight but still his co-driver, Juhani Toivonen, earned the big cup for best Finnish Co-driver as the car showed signs that Alen had been trying to the limit. The only men to really live with the Finns on their home ground are the Swedes and Stig Blomqvist/Arne Hertz nearly earned their second victory in this event by leading for three-quarters until as last year their engine broke on the Saab V4 and they

retired. The second Saab Sweden driver was Per Eklund who for the first time was driving with Bjorn Cederberg and went like a rocket in the early stages only to have trouble after trouble in the later stages. He finally retired on just the last stage.

Of the foreign drivers, Achim Warmbold and Jean Todt excelled in their works Fiat 124 Spyder to finish eighth overall having never driven on the unique Finnish roads before. Brian Culcheth and Johnstone Syer drove extremely well in their Abingdon prepared Marina 1.3 and had a rally long battle with Markku Saaristo/Iikka Saaristo in their Skoda Si20 with the final victory in their class going to the Czech car by fourteen seconds. Shekhar Mehta drove with Finnish

journalist, Enso Mikander, in a Datsun 240Z but they retired not long before the end with engine failure. The two crews from across the water, Bob Hourihan/Doug Woods and Scott Harvey Tom King, were equally unlucky with Hourihan leaving the road and bending the steering of his Datsun 1800 SSS and Harvey breaking a rear suspension member of his Dodge Colt.

This was the first time that the 1000 Lakes had been a qualifier for the World Championship for rallies and though the entry list was still principally Scandinavian, there was much more foreign interest than before and the organisers had made big efforts to get people to come and drive and also to help them compete on level terms with the locals. From all points of view the rally was a big success and the close fight for the overall win was very popular with the public and Makinen at the prize giving was given a true winner's ovation.

THE EVENT

The 1000 Lakes Rally is traditionally held in the holiday period of early August so that not only can many people go to see the rally, for rally is Finland's favourite sport, but also so that many of the amateur officials do not have to take time off work. The rally is centred on Jyväskylä and the surrounding countryside is not only spotted with some of the lakes of the title but contains some of the finest rally roads in Europe. These are normally of a hard gravel surface but their uniqueness comes from the number of blind brows which conceal all types and possibilities of bends as well as sometimes being steep enough themselves to throw the cars bodily into the air. On roads such as these have the talents of Makinen, Aaltonen, Lampinen and Mikkola been born and from Finland they have gone out to conquer the world of rallying. Consequently the great interest shown every year in the 1000 Lakes is a measure of new talent and a confirmation of old.

Although the entries for this year's event were just over one hundred and twenty, the possible winners were a comparative handful. Saab had the strongest entry with two cars from Sweden for Blomqvist and Eklund while Scan-Auto from Finland had four cars in white and blue for Simo Lampinen/John Davenport, Tapio Rainio/Erkki Nyman, Pertti Lehtonen/Iikka Kivimäki and Jari Vilkas/Juhani Soini. All these cars were fitted with the new eight port heads which last year had been used on the 1000 Lakes in Group 5 but were now homologated in Group 2. Next most numerous were the Volvo 142s driven by Hannu Mikkola/Erkki Rautanen, Markku Alen/Juhani Toivonen, Eero Soutulahi/Risto Anttila and Eeva Heinonen/Selja Saaristo. Sponsored by various cigarette companies such as Colt and Marlboro, these were the most glamorously painted cars in the rally though their specification was nothing startlingly new. Their engines now give close on 200 bhp and the cars go very well on fast stages and indeed Mikkola won the last Finnish championship rally with one. The point on them which gets highest praise from the drivers is the brakes which are four discs and are allegedly superior to any other car despite the high all-up weight of the Volvo.

Next came the loners with Timo Makinen/Henry Liddon representing the Ford Motor Company with a single Escort RS two litre decked out in Makinen's Colt sponsorship colours. A last minute cut-back on expenditure by Ford nearly removed their service but with help from Boreham and also from Kemilainen in Finland they were able to go ahead. Leo Kinnunen and Atso Aho had the use of Bjorn Waldegaard's ex-Safari Porsche Carrera RS which was still in Safari Bosch colours but entered by AAW Racing who are the sporting side of the Finnish VW importers. Having won the Polish Rally, Achim Warmbold and Jean Todt were shuffled up to Finland post haste by Fiat to drive the same 124 Spyder which had been re-prepared in the factory in the hope of gaining a few more points in their race with Renault Alpine for the World Championship. The car's history is actually longer than the Polish Rally for it was first

used by Rauno Aaltonen in Maroc and surely qualified as the most international entry being an Italian car with a German and Frenchman inside using English pace notes!

A Japanese prepared Old Woking serviced Datsun 240 Z was entered by Shekhar Mehta for himself to drive with Finnish journalist. Ensio Mikkola, while about the only other Datsun entered was that of Bob Hourihan. Doug Woods from the USA and Canada. They were not alone for fellow Americans, Scott Harvey and Tom King came over with a semi-official Chrysler Dodge Colt which was Harvey's first outing since finishing sixth in the South African Total Rally of last year. Four Simca Rallye 2s were entered by the local agents for a mixture of Finns, Frenchmen and Belgians with the crews paired off as Paull Toivonen/Martti Tiukanen, Guy Chasseuil/Christina Baron, Jean-Marie Jacquemin and Mme Jacquemin, and Jean-Claude Bertrand. Michel Le Gall. The latter is the organiser of the Bandama Rally who has been in Europe competing in some rallies to see what things are like in comparison to Africa.

From the Finns, a team of Opels from the Mobil Team were headed by Hannu Palin/Jyrki Ahava with Heikki Majander/Urpo Vihervaara, Esa Nuuttila Alf Krogell, all in Group 2 Asconas and Esko Nuuttila Timo Harju in a Group 1 Ascona. Great things were expected of Pentti Airikkala/Heikki Haakala in their Opel Kadett with an engine specially prepared by Opel Sweden and also from Antti Ojanen/Heikki Mikkilä in a privately entered Ascona. The Russians were there with a team of factory Moskviches as were the East Germans with Trabants and Wartburgs. From England, the entry most likely to succeed was that of Paul Faulkner/Monty Peters who had come with their Escort RS while Sandy Lawson had teamed up with a Finnish girl, Pirjo Pynnä, in her Daf 55 though they were at a bit of a handicap as the co-driver did not have enough English to even handle the pace notes available from the organisers and Miss Lawson had to drive blind.

The rally started at six o'clock on Friday evening with a four kilometre blind up a hill round the back of a ski-jump and back down to terra firma again. This is a unique sort of test as it takes place before the rally proper has started. Even more confusing is the fact that the cars do this test at one minute intervals while just afterwards they leave on the rally at two minute intervals and this is kept throughout the rally. On the test, Leo Kinnunen was fastest as the sheer power of the Porsche told on the steep uphill grade while Lampinen discovered one of the disadvantages of starting first when he had to pass a marshal on a motorbike.

The Simcas were in trouble early for though Toivonen was easily the fastest, he only lasted four stages and then the engine went on to three cylinders and he limped

back into Jyväskylä to retire. Jacquemin was just getting the hang of things and having a close struggle with Chasseuil when his engine blew up completely on stage eight. Even the Finnish "kings" were having their problems. Mikkola's Volvo swallowed a stone which got into the cylinders and bent a plug's point flat so that he did three stages with it misfiring before the problem was found while Lampinen had the free-wheel device on his Saab start to play up on stage two and after stage three he had to abandon it and stick the car into fixed wheel drive. This is actually quite a disadvantage as all the Saab drivers use left-foot braking and the free-wheel enables them to change gear without using the clutch. He was not alone with this problem as both Rainio and Eklund were soon stuck in fixed gear as well. Poor Eklund was fastest on stages two and three but then stage four saw him lose his free wheel and then on stage five he lost over a minute when the throttle linkage jumped out and he had to stop, open the bonnet and reconnect it. However the first real retirement from the Saab teams came when Jari Vilkas couldn't get his car to pull properly and discovered that the oil was full of water. The diagnosis was a cracked block and he retired immediately.

Amongst the visitors, Culcheth had experienced an early problem when the tops of his shock absorber turrets at the rear of the Marina had broken but they had been gas welded in Jamsa before the fifth stage and that held up all the way back to the half way halt when he had them properly arc-welded. By stage six it was already getting dark for the early numbers and again Mikkola was in problems for he had jumped so much on stage five that he had landed on his lights and removed most of them. Before he could get them properly fixed he had done three more stages. Pentti Lehtonen who suffered through out the rally with some kind of muscular trouble in his right leg, lost the lights completely on his Saab and did stage six without any at all. This was not quite as bad as it sounds for the night is very short in Finland and unless it is cloudy, it never gets one hundred per cent dark. However there was quite a bit of mist around and it was in a patch of this that Bob Hourihan finished his rally on stage eight when he ran off the road while using the ditch to navigate a long corner and bent the steering on his Datsun 1800 so that he couldn't continue.

After nine stages, the situation was that Blomqvist held a thirty second lead from Makinen who was two seconds ahead of Lampinen who was ten seconds away from Alen. Despite his misfortunes, Eklund lay fifth though he was soon to drop to ninth when he had the first of four drive shaft couplings break and had to drive out of the test with just one wheel driving. He was also very fortunate that he wasn't excluded for

he was doing over ninety kilometers an hour in a fifty limit when the police took him with a radar trap but fortunately it wasn't one of those run for the organisers and he was only fined. Caught in the same trap was Chris Slater who was out helping with the Ford service and driving Makinen's two Ilro Mexico race car.

Still in the Saab camp, Lehtonen got his pace notes a bit crossed up on the very foggy stage eleven and braked so hard with the left foot that the engine stalled and they lost almost a minute starting it. Makinen was fastest on this difficult, long foggy stage and it brought him up closer to Blomqvist and further from Lampinen. Pentti Airikkala was also very fast here with his Kadett but on almost the last jump he landed on a stone which penetrated the defences of the sump guard and broke the sump so that he retired almost at once which was a great pity as he was holding seventh place at the time just behind Rainio's Saab. Kinnunen was not having a happy time this first night for he could not see well out of the Porsche in the fog and his lights giving trouble. It culminated in a spin on stage ten where he nearly collected a gate and this dropped him to eighth place. Eero Soutolahti was having gearbox selection trouble on his Volvo and on stage thirteen the inevitable happened and the box broke putting him out of the rally.

In the middle of the Culcheth/Saarisalo battle between Marina and Skoda there was plenty of evidence of gentlemanly behaviour for at one stage where the British crew were arguing about being given one minute too much, the Finns stopped and sorted out the problem with the marshal. Chris Clark was having problem after problem with his Mini Clubman that he shared with Bob Harris and indeed in the second half they had the front suspension collapse entirely and lost quite a lot of road time getting it fixed to continue.

By stage fifteen the rally was coming into the daylight but for Alen, Ojanen and Leif Asterhag (BMW 2002 Ti) who had quite late numbers, the light was with them by stage twelve and this can be seen from the stage results so that by stage fifteen, Alen was up to third overall just seven seconds behind Makinen and nineteen ahead of Lampinen while Asterhag was seventh and Ojanen eighth. The performance of Asterhag and Claes Billiam in their Swedish BMW was a bit more amazing because they had done their practice in a borrowed Mercedes and had only written notes and then checked them. After stage fifteen Rainio was sixth behind Mikkola who had recovered well from his early problems, but then on stage sixteen he had a front wheel puncture. As the stage was not too long he decided to drive out on it rather than stop and change it in the stage but the tyre wrapped itself round the hot disc brake after it peeled off the wheel and they had to stop and use the fire extinguisher and finally change the wheel anyway. With the onset of daylight, Kinnunen began to find the use for all his horsepower and set fastest times on the last three stages into the halfway halt in Jyväskylä.

The big drama just before the rest halt however was the accident of Simo Lampinen. Frustrated by not having his beloved free wheel which meant that Makinen and Blomqvist were gradually pulling out on him, he started to try a bit harder, got caught out for a gear in the middle of a long almost flat out corner and clipped a telegraph pole with the rear of the car that sent it sideways and then rolling off into the rocks and trees. The car was very badly bent but miraculously had no mechanical damage to the running gear and after it had been physically carried back to the road by twenty or thirty people it drove off unabashed. Lampinen lost three and a half minutes but this only cost him one place though it did put him effectively out of touch with the leaders. Incidentally before he was allowed to continue on the second half, he had to replace the windows and beat out the bodywork something which the Scan-Auto mechanics did in less than twenty minutes while at the same time changing shock absorbers all round, brakes all round and tyres all round!

The situation amongst the leaders at the

Leo Kinnunen gets his Carrero jumping into the air on his way to third place



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Stage thirty was the first in the night and was quite foggy with the last part running through a narrow forest track with lots of unseen bumps. Here David Childs David Essex-Crosby broke down with their Escort TC when they jumped so hard that the oil pump broke while Paul Faulkner left the road and bent his rear axle so that the half shafts were put under a big strain and two stages later one broke and he was out as well. Eklund had another drive shaft fail and drove out with only one working but he was getting quite used to this by now. Chasseuil in one of the two remaining Simcas jumped badly on the same stage and when the car came down, all the electronics went out as the result of a short and he was unable to get the car re-started for some time and he retired.

Another spectator was Shekhar Mehta who had had the red light come on for oil pressure in stage thirty-three and had stopped to find that the oil pump on the 240 Z was broken. He did manage to get the engine started after a while but said that the temperature went up so fast it wasn't an experiment he felt like repeating. Lampinen had all kinds of trouble in these stages round Mikkeli with first an alternator gone, and then an exhaust manifold fell off and then a carburettor. Robbie Grondahl and Scan-Auto preparation boss reckoned that like Blomqvist, Lampinen had a broken crankshaft which was causing the vibration but unlike Blomqvist the two halves were pressed together so that the engine still worked.

Sunday was Leo Kinnunen's thirtieth birthday and he was certainly in top form as he set best time on all the ten last tests back to the finish in a bid to overhaul Allen for second place. However, the gap was too big to permit this and the main item of interest in the closing stage was to see if Culcheth could do Saarelto for the class and if

The only Simca to finish was that of Bertrand, the Bandama organizer and there was some talk of him being excluded for not using crash helmets during some stage but

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The 1000 Lakes had been an excellent rally both from the point of view of the organisation and as a test of driving ability and it thoroughly deserved its place amongst these events chosen for the World Rally Championship.

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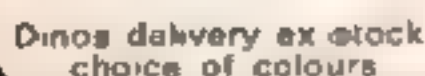
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FIAT 2300 1 1967 Gw m page



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Rocky m. Louisa. 5Ps 1895

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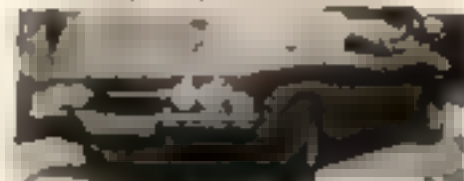
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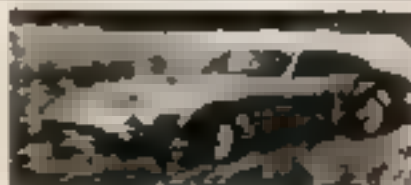
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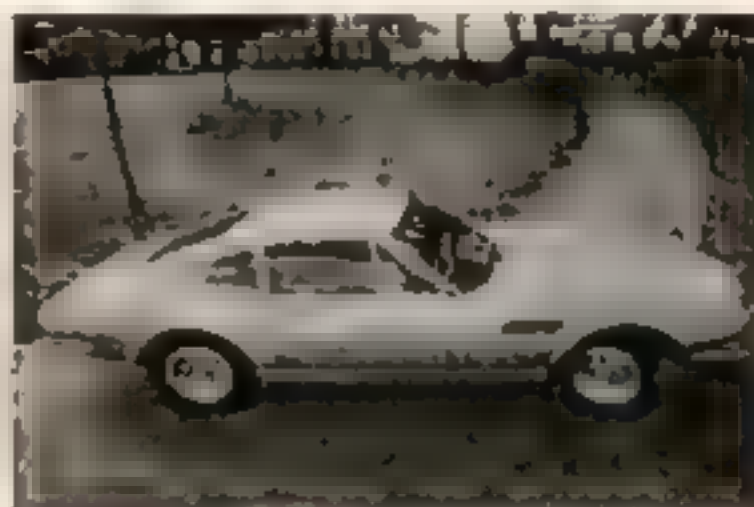
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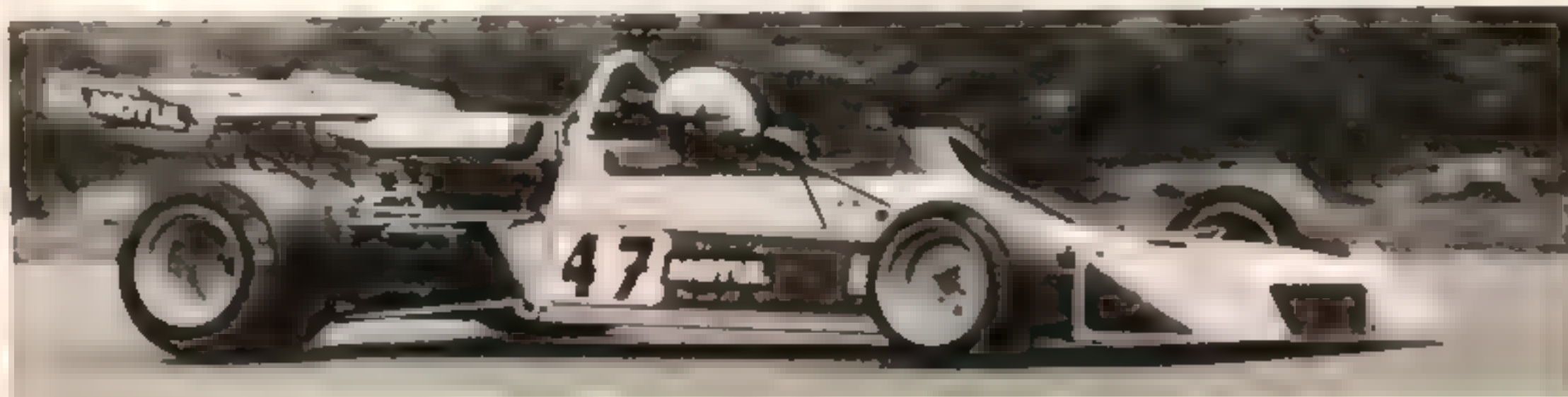
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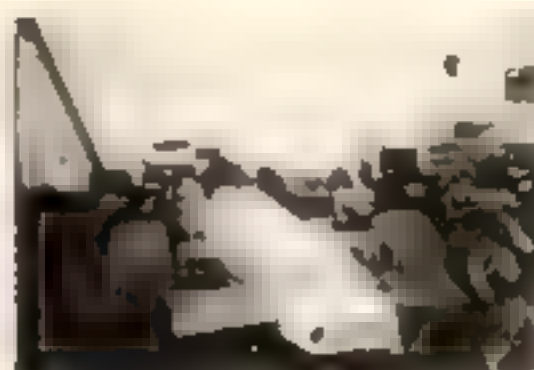
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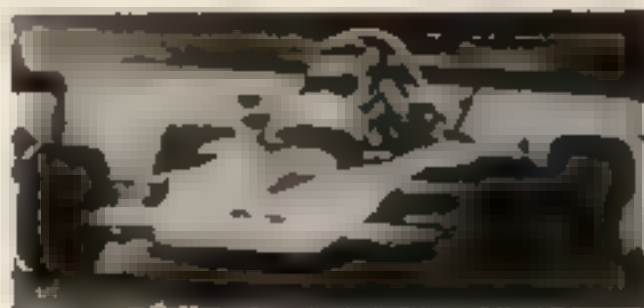
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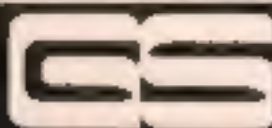
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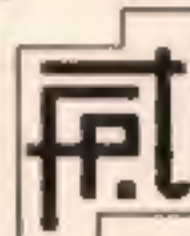
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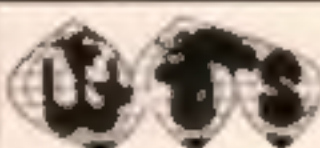
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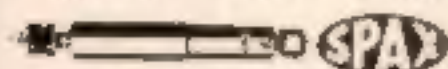
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Car Type and Size	Retail price	Dem. price
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Porsche Carrera	£7.95	£6.75
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(rear)	£6.95	£5.75
Subaru, Elan, and	£7.95	£6.75
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Full details of how to book an advertisement by telephone or letter are given at the beginning of this Classified Advertisement Section. If you are sending in your advertisement cash with order, you may, if you wish, use the form below.

Send it to AUTOSPORT, Classified Advertisement Department, Gillow House, 5 Winsley Street, London, W1A 2HG. Minimum charge £1.20 per insertion.

Name

Address

Cheque/PO value enclosed.

Classification heading

(make of car, etc.)

					1.20
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					2.40
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For office use only

RELIANT SCIMITAR ROAD TEST REVIEW



Specification and Performance Data

Car tested: Reliant Scimitar estate car with two doors and tail-gate.
 Engine: V6 10.7 mm x 71.4 mm (2994 cc); compression ratio, 8.9 to 1, 135 bhp (net) at 5500 rpm; pushrod-operated overhead valves; Weber twin-choke downdraught carburettor.
 Transmission: Single dry plate clutch; four-speed all-synchromesh gearbox with central change, ratios 1.0, 1.41, 2.21, and 3.06 to 1; Laycock overdrive, ratio 0.82 to 1; Hypoid rear axle, ratio 3.31 to 1.
 Chassis: Box-section steel frame and glassfibre body; independent front suspension by wishbones and coil springs with anti-roll bar; rack and pinion steering; live rear axle on twin pairs of trailing arms, Watt's linkage, and coil springs; telescopic dampers all round; Girling semi-assisted disc front and drum rear brakes; bolt-on wheels Road 185 BR 14 radial ply tyres.
 Equipment: 12-volt lighting and starting with alternator; speedometer; rev counter; voltmeter; oil pressure, water temperature, and fuel gauges; heating, demisting, and ventilation system with electrically heated rear window; 2-speed windscreen wipers, and washers, on windscreen and rear window; flashing direction indicators; reversing lamps; cigar lighter.
 Dimensions: Wheelbase 8 ft 3 in; track (front) 4 ft 7.4 in, (rear) 4 ft 9.3 in; overall length 14 ft 2 in; width 5 ft 4 in; weight 1 ton 2 cwt 80 lb.
 Performance: Maximum speed (direct top) 120 mph. Speeds in gears: overdrive top 127 mph; overdrive third 155 mph; third 83 mph; second 60 mph; first 42 mph. Standing quarter-mile, 15.4 s. Acceleration: 0-30 mph 3.0 s, 0-50 mph 7.1 s, 0-60 mph 9.3 s, 0-80 mph 14.8 s, 0-100 mph 25.3 s.
 Fuel consumption: 19 to 25 mpg.

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